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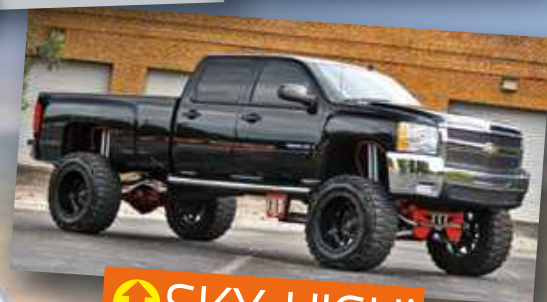
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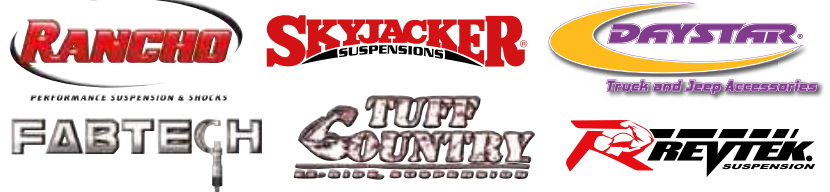
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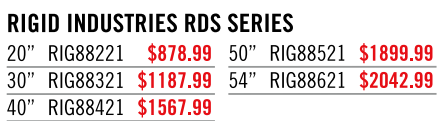


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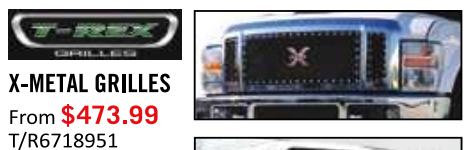
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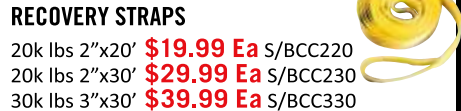
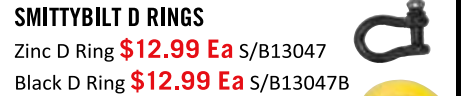
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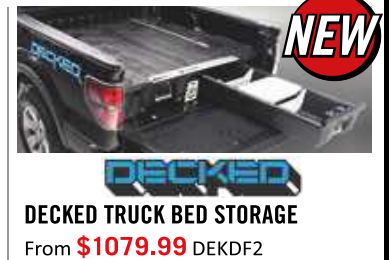
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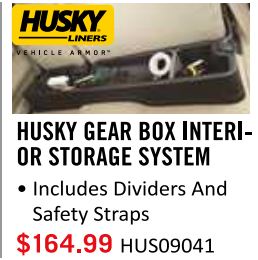
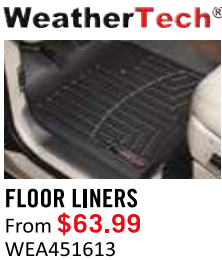
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A 6.7L/5.9L hybrid Cummins I-6 hides under the hood of Johnnie Lupton's fast and functional '06 Dodge Ram 2500. Action photo captured by Jason Gonderman.

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GARAGE

BY MONICA GONDERMAN

READY. . .SET. . .SUPERSITE!

Isn't it crazy how much things can change in such a short period of time? This is especially true when it comes to technology. As a high school sophomore, I called home from a pay phone to be picked up. Can you imagine what kind of flack today's kids would get for pulling out 35 cents to phone home?

I bet those pay phones are long gone. There was also no Myspace, Facebook, Twitter, or Instagram to browse during third period physics, which meant no lunchtime selfies could be broadcasted worldwide. Before we go missing the "good ol' days," let's remember that change is not bad. It's actually exciting, and just part of the transitory adventure called life.

Case in point: A few years ago, rumors of some sort of "supersite" circulated through the digital side of our company. The supersite idea was relatively simple in theory—join the websites of like-minded magazines under one centralized location to form a network of brands to provide you, the viewer, with a richer digital truck experience. The idea of a network was a complete 180-degree turn from the independent websites of the time. However, such "crazy thinking" maybe wasn't so far-fetched. After all, once upon a time *8-Lug* had no Facebook page, and Facebook was actually banned from our workplace.

What am I talking about when I say "supersite" and how does it relate to anything here at *8-Lug*? It's simple, really. When you make your regular visit to *8-lug.com*, you'll be automatically directed to *8-Lug's* section of a supersite, *trucktrend.com/8-lug-magazine*. Don't panic; everything is OK

and nothing is "broken." You don't need to change a thing. In fact, this change comes as great news. *8-Lug.com* is now in the Truck Trend Network, under the supersite URL of *trucktrend.com*. The Truck Trend Network is a network of sister magazines published by TEN (The Enthusiast Network) consisting

a peanut butter and jelly sandwich. While peanut butter, jelly, and bread are all OK on their own, you get more satisfaction by putting them together. As an HD truck enthusiast, you'll find the network has tons of HD truck content, from features to projects to concepts to OEM trucks. You'll also have the

opportunity to broaden your truck scope by exploring "all things truck."

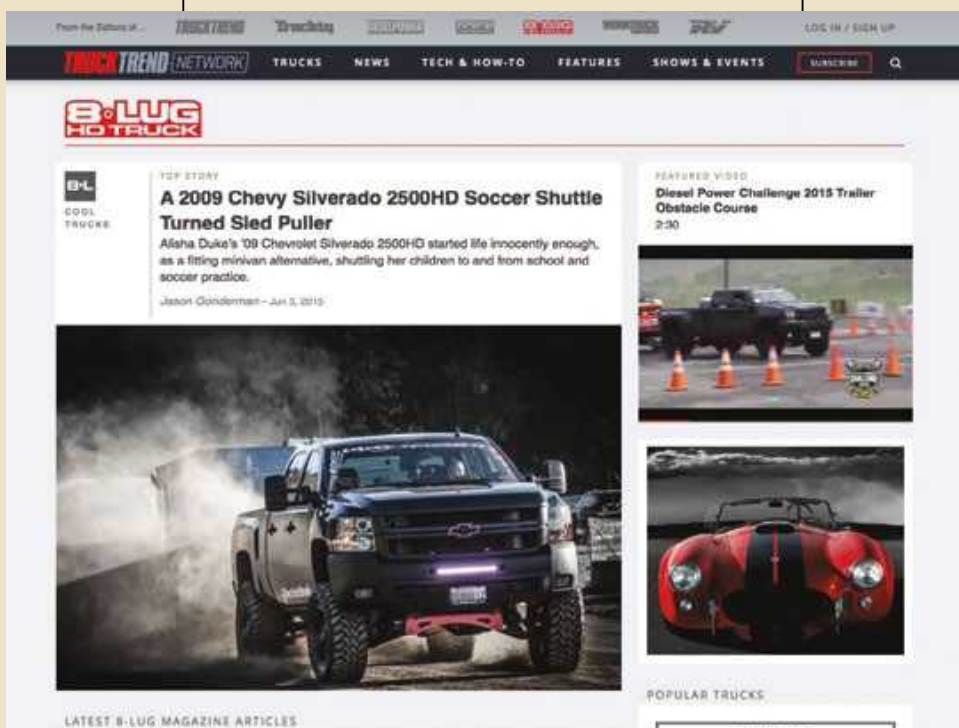
So that's the latest and greatest on the digital front. If you're a paper-only type of guy or gal, I really do applaud you. There's just something special about turning pages and the smell of freshly printed magazine paper. At the same time, you can only fight the digital experience for so long. It seems to be gaining momentum and deserving of ever-increasing investment. (And really, were the "good ol' days" really that good?) The best way to familiarize yourself with the interwebs

is to just dive right in and bravely explore. If you're around kids, they'll be able to show you all the ins and outs of navigation and social media.

See ya on *trucktrend.com*. While you're at it, drop me an email and let me know what you think of the new supersite.

—Monica

mgonderman@enthusiastnetwork.com



of the following magazines: *Truck Trend*, *Truckin'*, *Diesel Power*, *Mini Truckin'*, *8-Lug*, *Work Truck Review*, and *RV*. Although a couple of these magazines are no longer in print, their content is still pertinent and remains immortalized on the site. While the digital sides of the magazines have teamed up under this supersite, the separate print magazines remain very much "alive" via newsstand and subscription. (Remember, though, *8-Lug* is newsstand only.)

On the *trucktrend.com* supersite, you'll find everything *8-Lug* that you love, plus more. The idea is that the whole is greater than the sum of its parts. The supersite network of content as a whole is a greater experience and can provide more than the individual websites. I think it's kind of like

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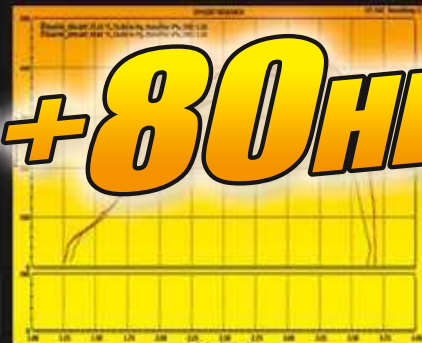
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PERFORMANCE



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2007.5 - 2010

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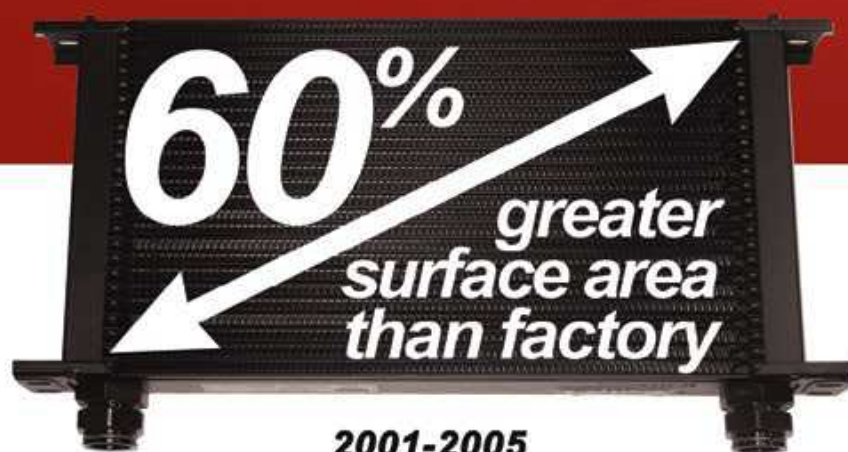
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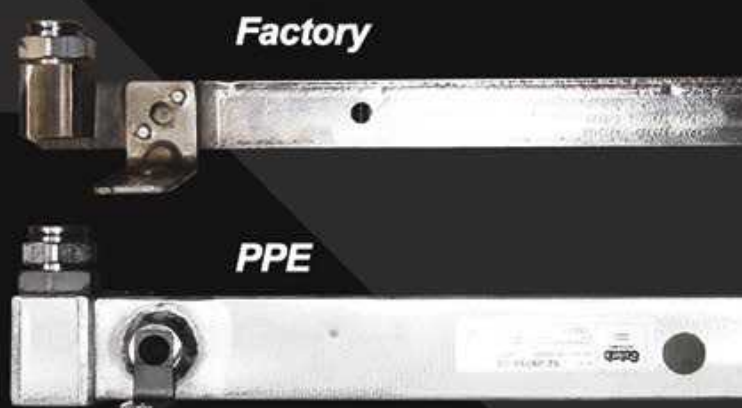
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MAILBAG

BY 8-LUG STAFF

TRUE TWIN TURBOS

I'm in the middle of swapping a Duramax engine into an older Ford F-100, and I have some questions about turbochargers. The truck is going to sit low, and I don't really like the location of the stock turbo in the



engine valley. I was looking at going to true twin turbos (one on each side of the engine), but I am lost when it comes to how to size them. I would also like to know what size exhaust I should run (3-inch? 3.5-inch?) and what kind of turbine housings I'll need to spool things quick. I'm not looking for crazy power, maybe 400 to 500 hp. Any help would be greatly appreciated.

Rick Grant
via email

We probably see more sets of parallel twin-turbocharger setups on Duramaxes than we do on any other diesel engines, and most of them are sized a bit too large. If you think of it in terms of having a turbo for each bank, then you'll basically need to size the turbo for a 3.3L four-cylinder that makes about 300 hp at the crank. Sizing the turbos to give you a total of 600 hp means a little more than 500 hp should

make it to the wheels, which will be right at your power goal.

That means turbos as small as the 42mm Garrett GTX2860 (rated for 200 to 300 hp each) could be used, although if you're going to spend the dough, we might suggest a little horsepower wiggle room, like stepping up to the 47mm GTX2863R series. Rated at 250 to 430 hp each, the 2863 also has the advantage of wastegated turbine housings to limit boost.

If you're looking for the same type of performance using offerings from BorgWarner, we suggest the S200 series. Twin 51mm S200s can flow enough air to make some serious power, yet they can handle the higher pressure ratios diesels need to make power. As turbine housings go, step down to the 0.60-0.70 A/R range to keep spool time to a minimum. On exhaust, twin 3-inch pipes should offer plenty of flow, as the total area is more than a single 4-inch exhaust, and we've seen a 4-inch



setup support more than 1,000 hp. As a final thought, whenever you build your own turbo setup, tuning, wastegating, and housing changes are always a possibility—so don't expect everything to be perfect right out of the box... but it will be close.

CRANKCASE CONCERNS

My Ford pickup truck has a 6.4L Ford Power Stroke diesel engine, as well as an H&S Mini Maxx programmer, an S&B intake, and an aftermarket exhaust. I was looking into buying a crankcase ventilation kit to relieve crankcase pressure, but I don't really know much about it. Just looking for some advice on whether or not I need one.

Ted Young
via email

We're glad you asked, because crankcase ventilation isn't commonly discussed, although it is a subject diesel owners should be aware of. In a running engine of any sort—diesel or not—ring sealing isn't perfect, and a small amount of combustion pressure will get by the piston rings and into the crankcase. It's important to understand that the crankcase is a pretty large area. It holds the rods, crankshaft, oil pan, and basically every passage that oil travels through in the engine.

Any crankcase pressure really isn't a good thing, as it taxes most of the gaskets that try to keep oil in the engine. Without proper ventilation, the gaskets are tasked with sealing oil, as well as crankcase pressure.

However, that's not the only downside. Stock ventilating systems on most newer engines resend any blow-by directly back into the intake tract, instead of just venting it to the atmosphere (as it was with older diesels). This



means that over time, a lot of oil residue builds up in the entire intake tract. The excess oil is especially hard on intercooler boots, which can blow off under hard acceleration and high boost when coated with oil.

Crankcase pressure becomes an issue mostly as boost rises to very high levels, like 60 psi or more. Since the 6.4Ls were designed to make 40 psi from the factory, you don't really need a crankcase vent like other higher-boost engines. 📧

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BY TORI TELLEM

LUG NUTS

NEW, INTERESTING, AND FUN THINGS ABOUT HD TRUCKS



PHOTO: GM

CHEVY 3500HD CHASSIS CAB GETS CNG/GAS OPTION

Chevy is growing the CNG family to include the '16 Silverado HD Chassis Cab, meaning you can run it on CNG or gasoline. The bifuel option will begin at the end of 2015, and there'll be a 24½-gallon CNG tank and 23½-gallon gas tank.



PHOTO: GM

"We feel very confident that our integrated drone technology on top of our electric truck is the best solution for the Postal Service as well as giving them the lowest total cost of ownership."

— **Duane Hughes, Workhorse Group's sales director**, to *USA Today* regarding the company making the short list of manufacturers who could land the gig of supplying the USPS with its next-generation vehicle; Workhorse used to be called AMP Electric Vehicles



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2011-15 FORD F-350 / GM 3500

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LUG NUTS

BAD NEWS ABOUT AIR POLLUTION

University of Toronto engineers have published three studies revealing that vehicle emissions could be spreading up to three times farther than believed, which would explain why pollution levels vary across cities. "We used to think that living near a major road meant you lived near a lot of air pollution," explained University of Toronto Chemical Engineer Greg Evans. "But what we're finding is that it's not that simple. Someone living right on a major road in the suburbs may not be exposed to as much pollution as someone living downtown on a side street near many major roads." One of the papers points to a "small number of older or badly tuned" cars and trucks as being responsible for most of the vehicle pollution.



FORD SUPER DUTYS GET STROBE LIGHTS

Strobe lights? Nope, the '16 Ford Super Duty isn't going disco-retro. There's now a factory-installed strobe warning LED light kit available



for all models—good news for construction, municipal, or utility crews. The front- and rear-mounted amber-lens strobe lights can be seen from 1,000 feet away during the day and a mile away in the dark.

NEW CUMMINS WESTPORT ISB6.7 G ENGINE



Westport

Cummins Westport gained a natural-gas engine: ISB6.7 G is


a 6.7L medium-duty mill for medium-duty truck and vocational apps as well as school and shuttle buses. It's in field trials right now, with a target date for full production midway through 2016. It's based on the ISB6.7 diesel engine but will run on only CNG or LNG.



FREIGHTLINER'S AUTONOMOUS TRUCK IS FIRST LICENSED

Freightliner Inspiration Truck is an autonomous truck, and it's got cred—it's the first to be granted a license to drive in Nevada. This is actually the second autonomous truck for parent company Daimler; in 2014, the Mercedes-Benz Future Truck 2025 hit the road for a demo. The Inspiration Truck is based off a Freightliner Cascadia Evolution, and the Highway Pilot tech utilizes radar, a stereo camera, and assistance systems such as adaptive cruise control. The next goal is to test out the Highway Pilot tech in Germany.

MORE TO KNOW

- You know what 500 million means to GM? The landmark of having built that many vehicles over the course of 106 years.
- Are the former faces of *Top Gear* going to end up on a new show via Netflix?
- Guess who scored a \$400,000 grant from the U.S. Department of Energy? Penske Truck Leasing, for its Alternative Fuel Vehicle Demonstration and Enhanced Driver Experience Project. The plan is for fleets to gain experience in alt-fuel vehicles at a reduced cost.
- Isuzu Commercial Truck of America hit a milestone: 20,000 gas-powered N-Series trucks produced at the Michigan facility.
- Watch for Universal Studios Hollywood to add a *Fast & Furious* ride.
- Looks like Isuzu Commercial Truck of America scored a milestone: delivery of the 500,000th Isuzu-built truck since Isuzu hit North America. It was an N-series.
- ConocoPhillips will be converting 30 trucks to propane autogas in 2015 and intends to replace 300 more trucks over the course of 5 years by switching to propane. 



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EDGE Insight CTS

The EDGE CTS is a fantastic tool for monitoring your truck. The graphics are clear with vivid color and a responsive touch screen that is easy to use. You can easily display up to 8 different parameters including EGT with the optional EGT Probe kit.
*EGT Probe kit is sold separately.
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BULLET PROOF DIESEL CUSTOM APPLICATIONS

CUSTOMIZE



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BY BRETT T. EVANS

PRODUCT PROFILE

DON'T EXHAUST YOUR SERVICE BRAKES

A long downhill grade can create a dangerous braking situation, but the solution is easy: BD Diesel Performance's Ford 6.7L Power Stroke exhaust brake. With the press of a dash-mounted three-position switch, higher cylinder backpressure and aggressive downshifting in the transmission will slow your Super Duty, helping you maintain a safe speed and prevent the overheating of your brake components. BD says that by using factory connections, the system can be installed in about an hour, which gives you more than enough time to hit the mountains and play.

BD Diesel Performance

800-887-5030 • dieselpowerperformance.com

PARTS THAT CAN MAKE A DIFFERENCE



HIGH ON LIFE

The CST Performance Suspension S.T.L. High Clearance kit, available for the '11 to '15 Chevrolet Silverado and GMC Sierra 2500HD, offers owners an adjustable ride height, between 3 and 6 inches over stock up front. The standard 3-inch setting levels the truck, while anything more than that provides lift, especially when combined with standard 1-inch rear lift blocks. However, since the suspension's geometry isn't altered at the higher settings, neither are the truck's ride comfort or handling characteristics.

CST Performance Suspension

951-571-0212 • cstsuspension.com



COOLED OFF

Amsoil is taking the edge off summer heat and winter chill with Ethylene Glycol Antifreeze and Engine Coolant, available in formulations for light-duty and heavy-duty applications. Besides offering superior corrosion protection for your engine's fittings and components, the product is also compatible with other coolants, and it won't degrade cooling system hoses, gaskets, or plastics. Amsoil says the coolants are formulated for long service life in gas and diesel vehicles, claiming up to 150,000 miles or five years of passenger service or 600,000 miles and 12,000 operation hours in heavy-duty machines.

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HONK IF YOU'RE...

Kleinn Automotive Accessories knows the factory-installed electric horn in most trucks today is woefully inadequate. That's why its direct-bolt-on Train Horn System is now available for the '11 to '15 Ford Super Duty. All parts—including the three-chime horn, onboard air compressor, and air tank—install with no drilling, cutting, or welding, and everything tucks neatly out of the way for no passenger or cargo compartment intrusion. The air tank can even be used to inflate tires, which is handy for repairing a flat or airing up after off-roading.

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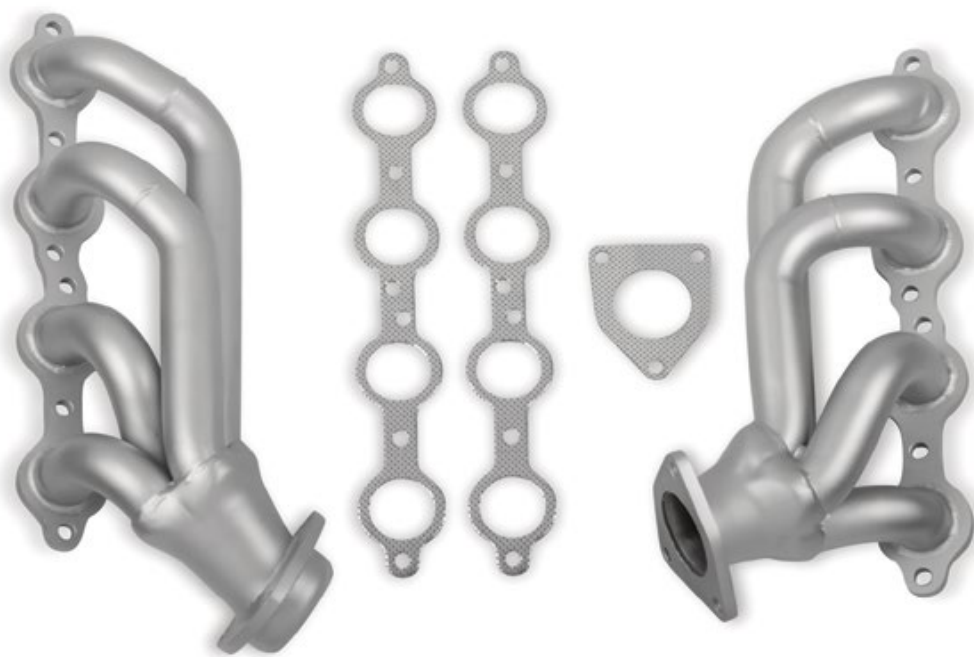
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If your ride spends most of its time on the highway, be sure to consider the General Grabber HTS60 when shopping for new tires. The Grabber HTS60 is the company's new-generation highway terrain tire, designed for competitive price, good performance, and a long tread life. We've driven on these tires, and we can say they have excellent braking and cornering stability, and they ride quietly as well. For family SUVs, work vehicles, or daily drivers, they represent a great value.

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Flowtech's precision-engineered headers help improve the exhaust flow out of your Ram's Hemi or Ford's 5.4L V-8 through the company's signature mandrel-formed Power Plenum collector. With precisely fitted flanges; leak-proof, O-ringed port seals; and premium gaskets; these headers are a nearly foolproof addition to your truck's improved exhaust. Black paint or silver ceramic coating also guarantee looky-loos will enjoy some eye candy. They're available from Summit Racing.

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Chevrolet and GMC "square-body" trucks are worth preserving, whether equipped with the Detroit Diesel engine or any of GM's big-block V-8s. Keep yours shiny-side-up with BDS Suspension's dual steering stabilizer kit, available for all '73 to '87 GM pickups and '69 to '91 SUVs. The kit will fit trucks with or without the factory stabilizer option, and it can be optioned with BDS-branded shocks or Fox Racing units. The mounts are made from tough 3/8-inch steel and powdercoated for maximum durability.

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Stock VP44-Auto, 5speed, & 6speed
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Dragon Fire Extreme VP44-150% more fuel capabilities than a stock VP44



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CP3 PUMPS

2003-2011

5.9L & 6.7L Injection Pumps
Stock-2003-2011 Dodge Cummins
Dragon Flow-33% more fuel than stock
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DUAL CP3 PUMPS

2003-2011

5.9L & 6.7L Dual CP3's
New CP3-Additional towing power
Modified CP3-Street/Race applications
Dueling Dragons-Two 85% pumps
Dueling Double Dragons-Two 120% CP3's

CHEVY DURAMAX 2001-2011

Dragon Fire



CP3 PUMPS

Duramax Injection Pumps 2001-2011

Stock-2001-2011 Duramax
Dragon Flow-42% more fuel than stock
Dragon Fire-85% more fuel than stock
Double Dragon-120% more fuel than stock
Dragon Fire 200-200% more fuel than stock



DUAL CP3 PUMPS

LB7, LLY, LBZ, & LMM 2001-2011

The Industrial Injection dual cp3 kit is the ultimate for performance. This kit can be purchased with a new, modified, Dueling Dragons, or the Dueling Double Dragons.
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Duramax Dual CP3 kit-with 2 Dragon Fire pumps
Duramax Dual CP3 kit-with 2 Double Dragons



Dragon Fire

6.4L FORD PUMPS

We offer two options for your 2007-09 Ford Powerstroke pickup.
Stock-new injection pump
Dragon Fire Extreme-85% more fuel over a stock injection pump.

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(Phatshaft) (Silverbullet) (super)Phatshaft

DODGE CUMMINS 1989-2011

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5.9L/6.7L COMPOUNDS

Add a turbo kit
-utilizes the stock turbocharger or our phatshaft 62/70
-Great for over 600hp
-Better fuel economy
-Lower exhaust gas temperatures
-Produces more boost for your added fueling upgrades.



DODGE TURBOS

Industrial Injection has a Phatshaft turbo to meet any application.
Phatshaft-62, 64, & 66mm
Super Phatshaft-62, 64, & 66mm
SilverBullet Phatshaft-62, 64, & 66mm

6.7L WASTEGATES

The new external wastegate setup will be a great addition to the 6.7L twin kit. It is designed to reduce engine damaging drive pressure. The exhaust gas is vented to the hot pipe of the larger turbo, which allows more efficient boost.

2ND GEN COMPOUNDS

Add a turbo to your phatshaft turbocharger. We offer this kit for the 1994-02 Dodge Cummins. It is great for the weekend warrior in need of more towing power. With this compound kit you will experience quick spool up and very low exhaust gas temperatures. We also offer this kit with an S480 for higher horsepower applications.

COMPOUNDS FOR: LB7, LLY, LBZ, LMM & LML

LML SHOWN HERE

DURAMAX COMPOUNDS 2001-2012

This kit for the duramax motor utilizes the stock turbo for quick spool up and lower EGT's. With added fuel to you Dmax you will need to boost turbo pressure to match. The kit is complete and is capable of over 600hp. We offer kits for the LB7, LLY, LBZ, & LMM.

2004.5-2010

DMAX TURBOS

Powermax upgrade turbos are a direct fit for your 2004.5-2010 Duramax pickup.

Stage one-capable of 500hp
Stage two-capable of 575hp

6.0L FORD TURBOS

Stock-remanufactured for stock applications.
Hybrid-remanufactured with a larger compressor wheel. Up to an additional 175hp over stock.
Powermax-Brand new from Garrett. Supports up to an additional 175hp over stock.



6.4L FORD TURBOS

Stock-remanufactured for your 2007-09 Ford Powerstroke. One year limited warranty.
Phatshaft 6.4L turbocharger - The 6.4L hybrid turbo is a remanufactured turbo that has been upgraded with larger compressor wheels (71mm & 57mm) This upgrade is good for 750 rear wheel horsepower

6.0L COMPOUNDS

700hp Twin Turbo Kit-Uses a phatshaft 62/70 with a Borgwarner S474. Comes as a complete kit to install on your 6.0L Powerstroke truck. Very quick spool up and low exhaust gas temperatures.
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INJECTORS

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CR NOZZLES 2003-2011

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24V CUMMINS INJECTORS 1998.5-02

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DMAX NOZZLES 2001-2009

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Stage five-600+ rwhp (400cc)

FORD 6.0L INJECTORS

We offer Alliant Power stock replacement and upgraded injectors for ford 6.0L's.
Stage one-50hp over stock (175cc)
Stage two-80hp over stock (190cc)
Stage three-capable of 500 rwhp (225cc)
Stage four-capable of 600+ rwhp (285cc)

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OSKALOOSA



Mark Stek works at Kelderman Manufacturing, and he has built a lot of trucks as a result of that connection. This one, however, is his. He built it the way he wanted it to look.

Most guys who have built a truck or two like to tell you all about them, but when you ask Mark Stek how many trucks he's been involved with, he simply states, "Too many to list." You see, Mark works at Kelderman Manufacturing, and he's headed up plenty of projects for both himself and the company.

So when Mark had the chance to team up with Wisconsin's Kunes Country Ford to build a new truck for himself, he already knew what to do. First of all, the truck is a gasser. Yep, no diesel fuel for this one, as it will not be doing extra-heavy-duty work, and the cost of the oil-burning engine just wasn't adding up when the build sheet was complete. That's fine, we're more interested in the eight-lug aspect of trucks than the powerplant anyway, so we

EXPRESS

MARK STEK'S '15 FORD
F-250 IS JUST RIGHT



asked Mark to fill us in on all the parts he chose for his build.

That's the other thing about building a lot of trucks—you get to know which aftermarket products work the best and you gravitate toward them. Now, there's no doubt the truck would have a Kelderman air-ride suspension on it (4-to-6-inch four-link system), as Mark is no dummy. In fact, he went with the latest system for controlling it: the Hadley height control system (similar to that

used on big rigs)—something more and more truck owners are opting for.

The Hadley Smart Air Management System (SAMS) is self-diagnosing, and the touchscreen allows access to troubleshooting for real-time feedback on the ride height sensors, compressor output, voltage, and more. The Kelderman-Hadley kit even includes a dual AMK air compressor setup that features built-in air dryers

OSKALOOSA EXPRESS

for use in cold weather climates. Want to lower your truck as far as it will go to make loading easier or to get into the garage? Just push a button. Hooking up a heavy trailer? The system automatically self-levels your truck. It makes everything easy.

After the truck got boosted up into the air with the suspension system, Mark had to fill the wheelwells with some quality metal and rubber, so he turned to BMF for a set of custom-painted B.A.T.L. 20x10 wheels wrapped with 37-inch Toyo Open Country R/T tires.

The engine didn't need much to satisfy Marks's needs, so he simply added an Airaid cold-air intake and a custom tune and taper bore throttle body (remember, this is a gas truck) from Paul's High Performance in Jackson, Michigan. Mark also uses an SCT X4 tuner. The exhaust is a black 4-inch MBRP system.

Mark spent the majority of his time making the truck look awesome. Nice touches like the custom painted-to-match PML differential covers on the front and back of the Ford make it stand out.

For the bumpers, Mark went with Raptor-style Fusion bumpers



King dampers on the steering stabilizer prevent high-speed wobbles even though the tires are 37 inches tall.



There's room for supplies up top thanks to the RackWorks cargo carrier. Notice the plethora of Rigid Industries lights.



A custom "Kelderman Edition" grille and painted shell really change the look of the front of the '15 F-250 Super Duty.



The Fusion bumper tucks in very nicely around the truck's body curves and provides more places to mount Rigid Industries LED lights.

The Leer Locker 100XQ protects stuff that's in the bed while the RackWorks Rubicon Series cargo rack provides even more room for cargo.





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OSKALOOSA EXPRESS



A Kelderman air suspension and King remote reservoir shocks combine to provide a very comfortable ride with the 4-to-6-inch lift.



The Hadley system manages all aspects of the air-ride suspension. It levels the truck out no matter what type of load you're carrying or towing.



Rigid Industries LED lights are found all over the truck. It's quite a sight at night.



The 20x10 BMF B.A.T.L. wheels and Toyo Open Country R/T tires team up for an aggressive attitude and plenty of grip. Custom paint by Lynch Custom Painting makes the BMF wheels look even better.



This eight-lug truck has a gas engine, but it can do all the heavy lifting Mark needs.

on the front and back. Lund fender extensions make sure the big tires are covered enough to keep law enforcement happy. Billet badges all the way around the truck and painted door handles and mirrors by Lynch Custom Painting do their part to customize the Ford. Lynch also painted the headlights and added a "K" logo to them.

Amp Research PowerSteps make getting into and out of the truck a breeze, while the Bed Slide 2000 Pro makes loading and unloading the bed a much easier proposition. Any cargo is safely tucked away thanks to a Leer 100XQ Leer Locker on top of the bed.

A RackWorks Rubicon Series cargo rack allows for the transportation of bulky items, and the installation of a boatload of Rigid Industries lighting (on the rack, in the bumpers, on the undercarriage, and such) makes nighttime use easier and safer.

With all the experience Mark has with building so many trucks, it was never in doubt that the Oskaloosa Express would turn out just right for him. Never in doubt. 📸



Amp Research PowerSteps fold up when the doors are closed so you don't even see them. But when the doors are open, there's an easy way in and out.

coming
up **BIG**



108 **TWO TIME**



LRG108



TWO TIME | SATIN BLACK MILLED

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4"	X-series w/X-Flex Arms	\$799.95 - \$749.95
4"	Long Arm Suspension	\$1499.95

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3.5"	Complete Kit w/N2.0 Shocks	\$399.95
4"	Series II Kit w/arms & Shocks	\$599.95
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➤ 2004-2015 Titan 4WD		
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3"	Front Leveling Kit w/Upper Arms	\$349.95
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➤ 2007-2015 Tundra 4WD		
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4.5"	Complete Kit w/2.0 Rear Shocks	\$1249.95
6"	Complete Kit w/2.0 Rear Shocks	\$1299.95


➤ 1999-2006 Tundra 4WD		
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JACKED UP FOR A CAUSE



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Mother's Day in May 2007 turned out to be a Father's Day in disguise. John Sherman and his wife Ruth live in Dunnellon, Florida, and were out with their children shopping for a Mother's Day present. On the way, John spotted a black truck with big tires at a dealership and decided to take a closer look. He had been intrigued by custom vehicles since he was a teenager and smiles when he says, "Before I knew it, we drove off the lot with it! It was not exactly what my wife expected for a Mother's Day gift." The '04 Ford F-250

Super Duty was just a basic truck with a 6-inch lift and 38-inch Interco Super Swamper tires. Since the family enjoyed attending car shows, it was natural to occasionally enter the truck in the competitions, but John's 11-year-old son, Koltyn, was disappointed that the cool family truck was not winning trophies. Before John could begin customizing the truck and bringing it closer to trophy-winning status, fate intervened and priorities changed.

Ruth was pregnant with their next child, but unfortunately young Kody lived for only two days. Two weeks later, John caught his wedding ring on the back of a delivery truck, resulting in

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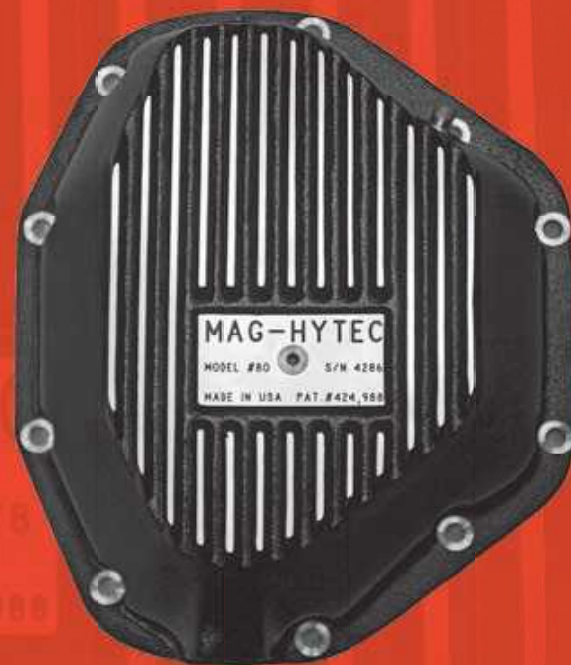
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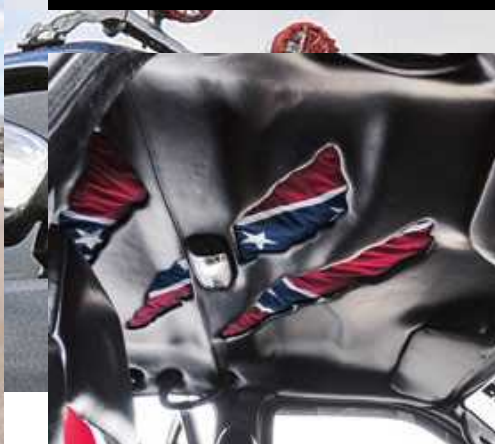
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JACKED UP FOR A CAUSE



SpecSheet

- **YEAR/MAKE/MODEL:** '04 Ford F-250 Super Duty
- **OWNER:** John Sherman
- **HOMETOWN:** Dunnellon, Florida
- **ENGINE:** 6.8L Triton V-10
- **INDUCTION:** AEM cold-air intake
- **EXHAUST:** 3.5-inch stainless steel
- **ENGINE MANAGEMENT:** Superchips Power Programmer
- **TRANSMISSION:** 4R100 four-speed automatic
- **SUSPENSION (FRONT/REAR):** 11-inch lift/Rancho 9000 shocks
- **WHEELS:** 20x11 XD Monster
- **TIRES:** 43x14.50R20 Michelin X Radial
- **SPECIAL THANKS:** The amazing community who came together in the Shermans' time of need.
- **FUN FACT:** Aside from being a rolling billboard, John's truck still works every day as part of his landscaping business.



the loss of two fingers. The combination of events sent him into a deep depression. Their happy home was turning into a horror story, falling apart not only emotionally, but financially as well. Fortunately, some amazing people in the community came forward to help them get back on their feet, and the Shermans took it as an opportunity to pay it forward. Once back on track, they wanted to give something in return to the community that helped them through a very difficult time in their life. That's how Jacked Up for a Cause was born.

The Shermans started an anti-bullying campaign as a result of experiencing it firsthand with young Koltyn. They were determined to make people more aware of the impact bullying has not only on the victim, but also on the family. Their goal was to educate the community on the signs to look for and the steps to take to report the problem, with a goal of preventing it from happening to others. As you may have guessed, the F-250 played a major role in their plan.

After its imposing size, the paintjob on the big Ford is the next thing you notice. The anti-bullying paint design transforms the truck into a rolling billboard that can be displayed at various events and school locations. It really does grab your attention. The original 6-inch lift is long gone in favor of an 11-inch conversion, achieved with taller leaf springs and shackles up front, along with springs, blocks, and Fabtech ladder bars in the rear. John custom-painted the Rancho 9000 shocks front and rear, as well as the pair

of Fabtech shocks on the steering stabilizers. The big Ford rolls on 20x11 XD Monster series wheels and 43x14.50R20 Michelin X radials. Big wheels need big power, and fortunately, the big 6.8L V-10 under the hood was up to the task. It gets some extra help from an AEM cold-air intake, Superchips Power Programmer, 3.5-inch stainless steel exhaust, and Flowmaster mufflers. The 4R100 transmission sends power to both axles, turning 4.56:1 gears.

Custom touches to the body include the fiberglass Good Hood by Keystone Restyling and Westin Sportsman Grille Guard front bumper, along with an elaborate lighting package that boasts Anzo headlights and Recon taillights, Street Glow neon, and a roof rack containing KC HiLites Daylighters.

The upgrades continued inside with a set of bucket seats up front and a split bench in the rear. Custom Car Crafters in Ocala, Florida, added the Stars and Bars vinyl upholstery theme to the seats and headliner. John chose vinyl because this good-looking truck is still working for a living in John's landscape business. Upgrades continued inside with the Pioneer head unit controlling a 600-watt US Amp, sending power to four 6x9-inch speakers in the doors and two JBL 10-inch subwoofers. Future plans for the truck include a new paintjob and a lift mechanism for the bed (which John is hoping to design). That, along with bigger tires and an air suspension system, would draw even more attention to this rolling billboard and its worthwhile cause. 📍



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If you're familiar with the custom-truck world, the name Robbie Bryant probably sounds familiar. Not only is he the frontman for KEG Media, one of the industry leaders for creating custom truck renderings, but he's also the visionary behind several cover trucks for our sister magazine, *Truckin'*. His most recent F-150 project, Enkore, rode on a massive 18-inch lift and 46-inch tires, so this time he decided to go the opposite direction—down. After searching for the right canvas, Robbie picked up a new Ram dualie and got to

work creating something that can only be described as evil on wheels.

It all began with an unassuming stock Ram 3500 Mega Cab, which was taken directly to the fabrication experts at Art Busche Designs in Irving, Texas. The truck's factory-fresh suspension was tossed into the parts bin and replaced with an array of custom-built components. Up front, it received custom uniball spindles and custom tubular control arms, while a new bridged back half was fabricated from plate steel. The back half was then fitted with a four-link with Watts link,

and the rear axle was narrowed to tuck the wheels further into the newly tubbed bed. Firestone 'bags and Icon Vehicle Dynamics shocks were installed at all four corners, and the entire system was wired to a Dakota Digital air-ride controller located in the truck's headliner. Now that the truck was ready to lay frame, it was topped off with six 24-inch American Force Drag wheels and Toyo tires.

The Ram's new stance was sinister, but the glossy factory paint was much too bright for this build. Robbie called up his friend Dustin De Leon of Dallas, Texas, and

A SINISTER RAM THAT MAKES YOU FEAR THE DARK



BY PATRICK MCCARTHY ■ PHOTOS: PATRICK MCCARTHY

BLACK OUT

they agreed that a matte black finish was just what the truck needed. 3M matte-black vinyl was wrapped around every one of the Ram's body panels, and RaceMesh Gothic black grille inserts were installed up front. RetroShop sent out a set of blacked-out projector headlights and foglights, and the factory taillights and running lights were wrapped with matte black tint. Finally, a Truxedo tonneau cover was chosen to conceal the notched, tubbed, and carpeted sheetmetal bed floor.

Now that the Mega Cab looked the part, Robbie wanted to give it some

added power to back up its tough exterior. Back in his hometown of Fort Smith, Arkansas, Robbie took the truck to Injected Speed Shop, where the 6.7L Cummins engine was upgraded. An H&S Performance boost tube, H&S intake manifold, and S&B Filters cold-air intake help it breathe, and the stock turbo was boosted to 38 psi. A Snow Performance water-methanol system keeps EGT down, and a Flo-Pro 5-inch exhaust lets you hear the diesel mill roar. After installing an ATS Diesel-built transmission and H&S Mini Maxx tuner, the truck reached a potent 650 hp and 1,300 lb-ft of torque. You might not expect it, but this 'bagged behemoth is more than capable of embarrassing sports cars off the line.

Inside the Mega Cab, Roadwire black leather seat covers were installed at ESD Auto Salon, also in Fort Smith, adding refinement and luxury. Then, the sound system was revamped with a Stack head unit, Kicker 6.5-inch component speakers, Kicker amps, and a 12-inch Kicker Solo-Baric subwoofer under the rear seats. Just like the rest of the truck, it has been kept clean and simple with dark undertones.

Cruising the streets of Fort Smith in Project BlackOut, Robbie has no regrets about the build. It's constantly turning heads, scaring children, and instilling a healthy dose of fear in bystanders. After all, it's only natural to fear a truck this sinister. Robbie would like to thank all the companies that sponsored the project: Art Busche Designs, Injected Speed Shop, ESD Auto Salon, and, of course, his wife, Keena, for always having his back throughout the build. @

SpecSheet

- **YEAR/MAKE/MODEL:** '10 Ram 3500 Mega Cab dualie
- **OWNER AND CITY/STATE:** Robbie Bryant, Fort Smith, Arkansas
- **ENGINE:** 6.7L Cummins turbodiesel
- **INDUCTION:** Stock turbo at 38 psi, H&S Performance boost tube, H&S Maxx Flow intake manifold, S&B Filters cold-air intake
- **EXHAUST:** Flo-Pro 5-inch turbo-back
- **COOLING:** Snow Performance Stage 3 water-methanol
- **ENGINE MANAGEMENT:** H&S Mini Maxx tuner
- **OUTPUT:** 650 hp, 1,300 lb-ft of torque
- **ENGINE BUILT BY:** Injected Speed Shop, Fort Smith, Arkansas
- **TRANSMISSION:** ATS Diesel Stage 2-built 68RFE six-speed automatic
- **REAR END:** Narrowed with Moser axles and Yukon gears
- **FRONT SUSPENSION:** Art Busche Designs custom uniball spindles, custom tubular control arms, Firestone 'bags, Icon Vehicle Dynamics shocks, Dakota Digital air-ride controller and sensors
- **REAR SUSPENSION:** Art Busche Designs custom back half with gooseneck bridge and hideaway ball, custom four-link with Watts link, Firestone 'bags over axle, Icon Vehicle Dynamics shocks
- **BRAKES:** Stock
- **WHEELS:** 24x8.25 American Force Drag
- **TIRES:** 285/40R24 Toyo Proxes



An extensive list of bolt-on upgrades and 38 psi of boost yield a whopping 650 hp and 1,300 lb-ft of torque. Sports cars beware—this Cummins packs a punch.



Black 24-inch American Force wheels tuck neatly inside the dualie's flared rear fenders.





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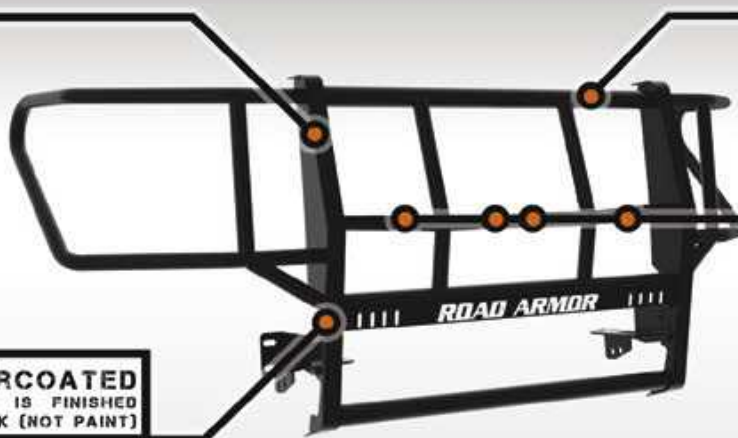


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BY PHIL GORDON ■ PHOTOS: PHIL GORDON

BIG BLACK: TWO

A SECOND CHANCE TO BUILD AWESOME

Thirty-year-old Scott Ward of Ocala, Florida, began his youth like many others: listening to loud music. When he turned 17, he purchased a Nissan truck and began figuring out a way to put as many speakers as he could inside the small cab. He spent months at a shop called Audio Nutz and, after showing his enthusiasm, the owner Steve decided to get Scott more involved. Under the tutelage of Steve, Scott learned how to fiberglass and build custom cars and trucks. His knowledge and passion grew larger when Scott stepped out on his own and began Soundz Krazy in Ocala.

As trends began to grow, Scott realized the market was transforming from the smaller and lower trucks to the larger and lifted trucks. However, Scott's idea to capitalize on the trend came to a literal screeching halt when his Ford F-350 project truck was involved in an accident. Without hesitation, Scott decided to start again, this time choos-

ing an '08 Chevrolet 3500HD LTZ diesel truck from a dealership.

After carefully bringing the Chevy back to the shop, Scott added a set of 22-inch Fuel Hostage wheels and wrapped them with 40x15.50R22 Nitto Mud Grappler rubber. A lift was necessary, so a 12-inch lift kit from Third Coast Custom was ordered, painted House of Kolor Kandy Tangerine with silver accents, and carefully installed. Scott added eight Bilstein 12-inch shocks to the Chevy and custom-built shock hoops for the front and rear. A four-piece billet grille was inserted to replace the original.

To improve the performance of the already torqued-out Chevy, Scott installed a 4-inch straight-pipe turbo-back MBRP exhaust and tuned the engine with Efilive. The Chevy is now cranking more than 500 hp, which is a vast improvement over the 353 hp from the factory. He added a Pioneer AVH-4500BT double-din head unit with four Addictive Audio 6.5 speakers in all the factory locations.

His second attempt at building a complete lifted truck was a huge success.

When Scott Ward's first custom build met its demise in an unfortunate accident, he didn't let it discourage him. He quickly purchased a new-to-him '08 Chevy Silverado 3500HD and set to work.





A 12-inch lift kit from Third Coast Custom provides the altitude and attitude for Scott's custom Duramax.



Nothing was left untouched on this build. Suspension and drivetrain components were painted House of Kolor Kandy Tangerine with silver accents.



Rolling stock consists of massive 40-inch Nitto Mud Grappler tires mounted on 22-inch Fuel Hostage wheels.



Custom shock hoops were fabricated to mount a pair of Bilstein shock absorbers at each corner.

SpecSheet

- **YEAR/MAKE/MODEL:** '08 Chevrolet Silverado 3500HD
- **OWNER:** Scott Ward
- **HOMETOWN:** Ocala, Florida
- **ENGINE:** 6.6L Duramax V-8
- **EXHAUST:** 4-inch MBRP
- **ENGINE MANAGEMENT:** EFILive
- **TRANSMISSION:** Allison 1000 six-speed automatic
- **SUSPENSION (FRONT/REAR):** 12-inch lift from Third Coast Custom/Bilstein shocks
- **WHEELS:** 22-inch Fuel Hostage
- **TIRES:** 40x15.50R22 Nitto Mud Grappler
- **SPECIAL THANKS:** Brian Collins and Mike Dockery for the assistance on the lift, Shane Murphy for the painting, and Brett Huff and Scott Oehlerking for the performance work.
- **FUN FACT:** Scott's first attempt at a custom truck, a Ford F-350, was wrecked just after installing a 12-inch lift, leading to his second go. 🙄





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- 20x12 -44
- 22x12 -44

MASSIVE LIP DEPTHS UP TO 6.5"!



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- 20x9 -12, +18
- 20x10 -19
- 20x12 -44

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- 20x9 +00, +18
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535MB

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- 18x9 -12, +00, +10, +18
- 20x9 -12, +00, +18
- 20x12 & 22x12 -44

GLOSS BLACK W/ MIRROR MACHINED FACE AND CHROME T-STAR CAP



535V

- 17x9 -12
- 18x9 -12, +00, +10, +18
- 20x9 -12, +00, +18
- 20x12 & 22x12 -44

BRIGHT PVD- DURABLE ALL-WEATHER SYNTHETIC CHROME



535B

- 17x9 -12
- 18x9 -12, +00, +10, +18
- 20x9 -12, +00, +18
- 20x12 & 22x12 -44

SATIN BLACK W/ CNC MILLED LIP ACCENTS AND CHROME T-STAR CAP



OFFROAD WHEELS



DEEP CONCAVE



DEEPLIP



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SATIN BLACK W/ CNC
MILLED ACCENTS
AND CHROME D-STAR CAP

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18x9 +00, +10, +18
20x9 -12, +00, +18
22x9.5 +18



MONSTER ENERGY LIMITED EDITION

648MB | 648B

GLOSS BLACK W/ MIRROR MACHINED
ACCENTS, GREEN MONSTER M-CLAW
LOGO AND CHROME LIP EDGE BOLTS

SATIN BLACK W/ GREEN MONSTER
M-CLAW CAP AND MATCHING
MONSTER GREEN LIP EDGE BOLTS

20x9 +00, +18 / 20x10 -25
22x9.5 +18



646MB

18x9 +00, +10, +18
20x9 +10, +18
20x10 -19

GLOSS BLACK WITH MIRROR MACHINED
FACE AND CHROME D-STAR CAP

645MB

17x9 -12
18x9 -12, +00, +10, +18
20x9 +00, +18
20x10 -19

GLOSS BLACK W/ MIRROR MACHINED FACE
AND CHROME D-STAR CAP

645B

17x9 -12
18x9 -12, +00, +10, +18
20x9 +00, +18
20x10 -19

SATIN BLACK W/ CNC MILLED LIP ACCENTS
AND CHROME D-STAR CAP

645V

17x9 -12
18x9 -12, +00, +10, +18
20x9 +00, +18
20x10 -19

BRIGHT PVD- DURABLE ALL-WEATHER
SYNTHETIC CHROME

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DROPTARS
OFFROAD



Our story starts like so many others. When Johnnie Lupton was a child growing up in Southern California, his father owned an early-'90s Ford F-250 with the 7.3L diesel engine. It was a great truck: tough, dependable, and could tow anything. Fast-forwarding to 2002, Johnnie's father purchased another diesel truck, this time an '03 model year Dodge Ram 2500 with a Cummins engine. Being old enough now, Johnnie would drive this truck from

time to time and eventually borrowed it for an extended period when he found himself temporarily out a set of wheels. It was driving this truck that solidified the want of a diesel of his own. In 2010, Johnnie picked up his '06 Ram 2500 and never looked back.

THE QUEST FOR POWER

The power bug had bitten Johnnie when he was little. His first truck was a four-wheel-drive Toyota Tacoma, which he then supercharged. So it was no surprise that immediately after



BY JASON GONDERMAN ■ PHOTOS: JASON GONDERMAN

SPECIAL

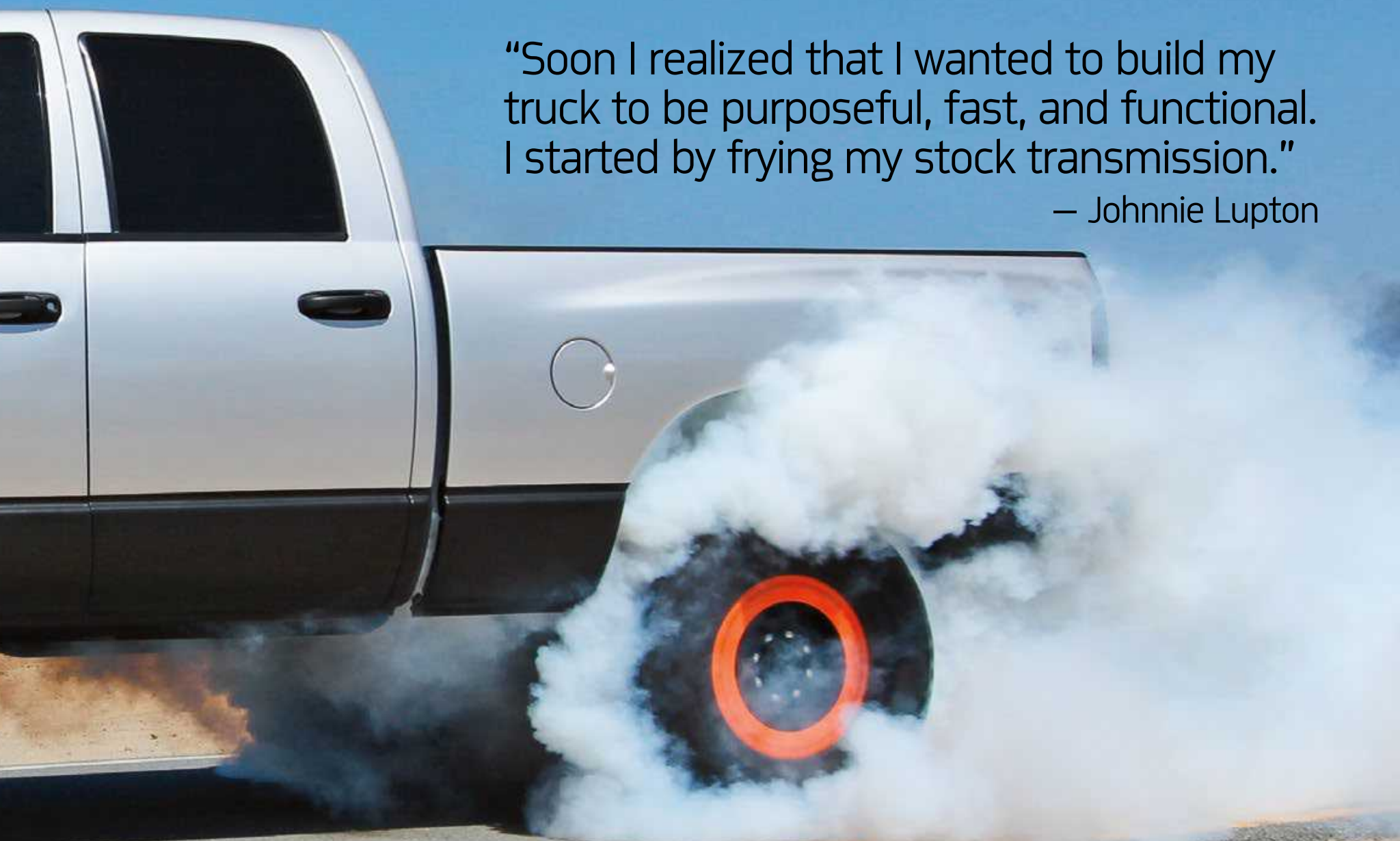
purchasing the Ram he started throwing parts on it. First to go was the transmission, before the power level was even increased. With big power plans in mind, Johnnie had the transmission rebuilt with all the billet parts he could find: a Delaine triple-disc torque converter, North American Powertrain Components heavy-duty overdrive housing, Alto clutches, and a Hughes Performance deep pan.

With the new transmission in, Johnnie added a Smarty TNT programmer to the mix and installed an array of DiPricol gauges to monitor the

truck's transmission temperature, EGT, boost pressure, fuel pressure, and fuel rail pressure. From there, Johnnie added a 66mm Silver Bullet turbocharger and 100-percent-over-stock injectors from Industrial Injection. The head was sent off to Scheid Diesel to be ported and fire-ringed and was reinstalled with a set of ARP 2000 head studs, an ATS two-piece exhaust manifold, and a Wilson Manifolds Thrasher intake manifold. This combination worked great for a long time, until finally an unrelated issue with the stock bottom end had Johnnie thinking seriously about doing a full 6.7L swap.

"Soon I realized that I wanted to build my truck to be purposeful, fast, and functional. I started by frying my stock transmission."

— Johnnie Lupton



AGENT

PART 5.9L, PART 6.7L,
ALL AWESOME

SPECIAL AGENT

5.9L MEETS 6.7L

With so much work already done to the top end of the engine, a full 6.7L swap sounded cool but just didn't make practical sense. While reading through an issue of our sister magazine, *Diesel Power*, Johnnie stumbled on an article about a Purdue University diesel club's dyno day, during which Korie Nealis brought out his '06 Ram 2500 with a 6.7L bottom end mated to a 5.9L head and cranked out an impressive 1,029 hp. This sealed the deal, and Johnnie began the work to install the new 6.7L bottom end, while keeping his modified 5.9L top end in tact.

Johnnie acquired a 6.7L short-block from Joe Salas at NTG Racing and outfitted it with myriad performance parts before slapping his existing 5.9L head on and dropping it into the truck. Among the parts were a Hamilton Cams 188-200 camshaft, 110-pound Hamilton Cams valvesprings, and Haisley Machine heavy-duty pushrods. Future plans include new connecting rods and pistons, but for now the engine runs great, is super reliable, and puts down great power.



Because the truck frequents the harsh Southern California desert terrain and isn't afraid of catching some air, Johnnie tapped Joe Salas of NTG Racing in Santee, California, to truss the front axle. Sitting in front of the axle is a KORE track bar and Fabtech Dirt Logic steering stabilizer, which was left over from the truck's original lift kit.



Making big power requires a lot of fuel. Johnnie went with the proven performance of PPE's Dual Fueler kit paired with the factory 6.7L (lower) and 15-percent-over (upper) Bosch CP3 injection pumps. A dual feed line from Industrial Injection routes the high-pressure fuel from the pumps to the rail.



Providing air is the job of a single Industrial Injection 66mm Silver Bullet turbocharger. The turbo is hung from an ATS two-piece exhaust manifold and breathes through an Airaid intake system.



Johnnie has a passion for power and the desert, so building a diesel truck to go fast in the dirt was a no-brainer. This Ram puts down so much power, however, that traction often becomes an issue.

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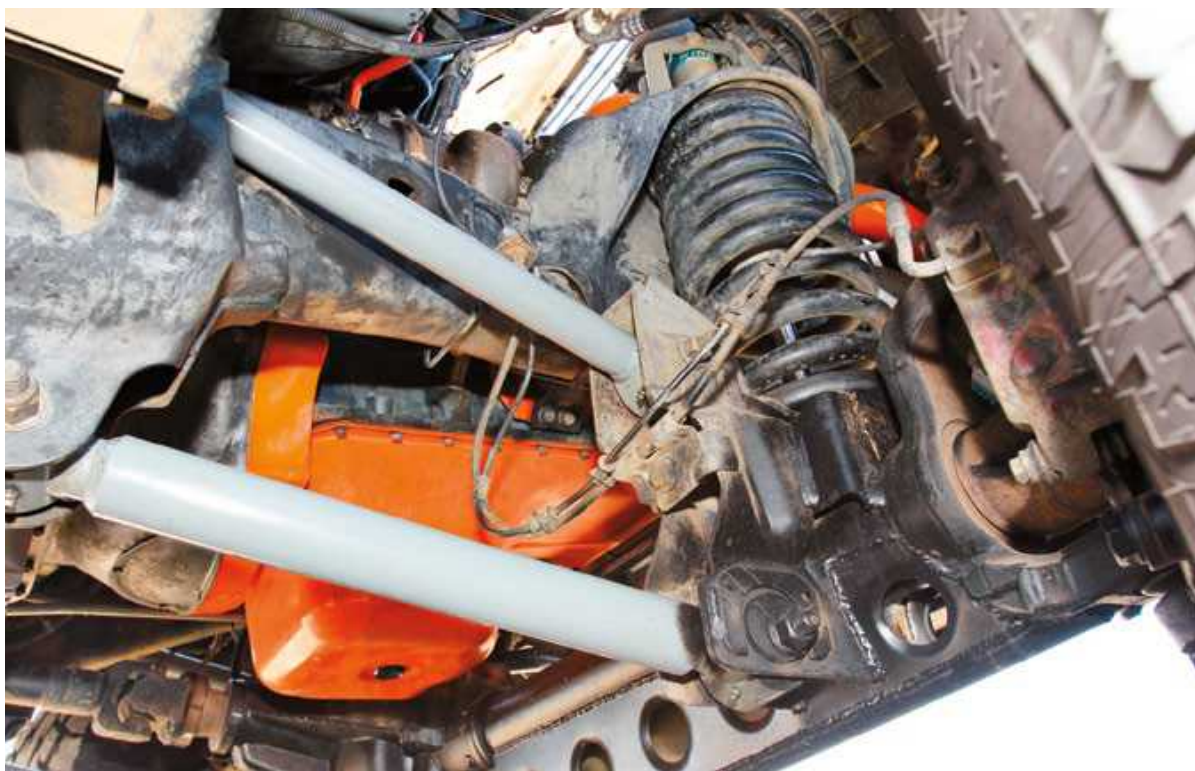
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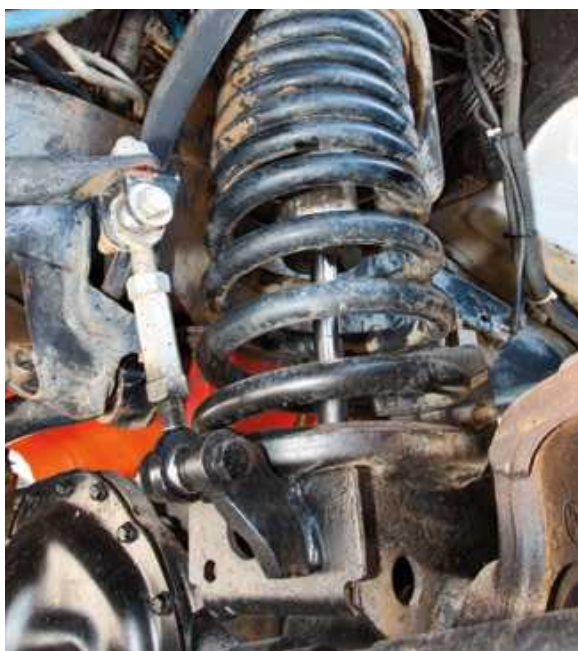
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SPECIAL AGENT



The factory front control arms have been replaced with ½-inch-over-stock units from Thuren Fabrication. These upgraded arms are built with DOM tubing, with the lowers being ¼ inch thick for added strength.



Supporting the front are KORE progressive-rate coil springs. A pair of Thuren Fabrication sway bar endlinks allows for extra wheel travel, and a set of DYSKO bumpstops helps to soften the hard hits.



Thuren Fabrication performance shock towers allow for the King 2.5-inch racing shock absorbers to be mounted in the factory location. These dampers are specially valved to handle the weight of the Cummins engine and the abuse the suspension sees flying through the desert.




Deaver leaf springs adorn the rear of the Ram. These long-travel multi-leaf spring packs provide a smooth ride both on- and off-road. However, to get the smooth ride, they sacrifice hauling capacity.



The truck's 48RE transmission features revised-ratio strut levers; Alto Red clutch fibers; upgraded bands, pistons, and plates; a custom valvebody; and billet input and intermediate shafts. A BD Diesel Performance billet flexplate, Delaine triple-disc converter, and Hughes Performance deep pan round out the combination and guarantee the transmission will survive any amount of power thrown at it.



The rear end of the truck uses King 2.5-inch shocks for motion control. The 12-inch stroke, piggyback reservoir-equipped units are custom valved by Thuren Fabrication to match the performance of the front pair. 

SpecSheet

- **YEAR/MAKE/MODEL:** '06 Dodge Ram 2500
- **OWNER:** Johnnie Lupton
- **HOMETOWN:** San Diego, California
- **ODOMETER:** 96,732 miles
- **ENGINE:** 6.7L/5.9L hybrid Cummins I-6
- **ASPIRATION:** Industrial Injection 66mm Silver Bullet
- **FUELING:** AirDog II, PPE Dual Fueller with 15-percent-over upper CP3, Industrial Injection dual feed line, and 100-percent-over injectors
- **HORSEPOWER:** 641 hp
- **TORQUE:** 1,056 lb-ft
- **TRANSMISSION:** 48RE four-speed automatic
- **TIRES:** 35x12.50R17 Toyo Open Country AT2
- **WHEELS:** 17x9 Weld beadlock
- **SUSPENSION:** Thuren Fabrication short-arm kit
- **SHOCKS:** King 2.5-inch race shocks
- **FUN FACT:** Johnnie purchased the truck with an 8-inch lift, 22-inch wheels, and 37-inch tires.

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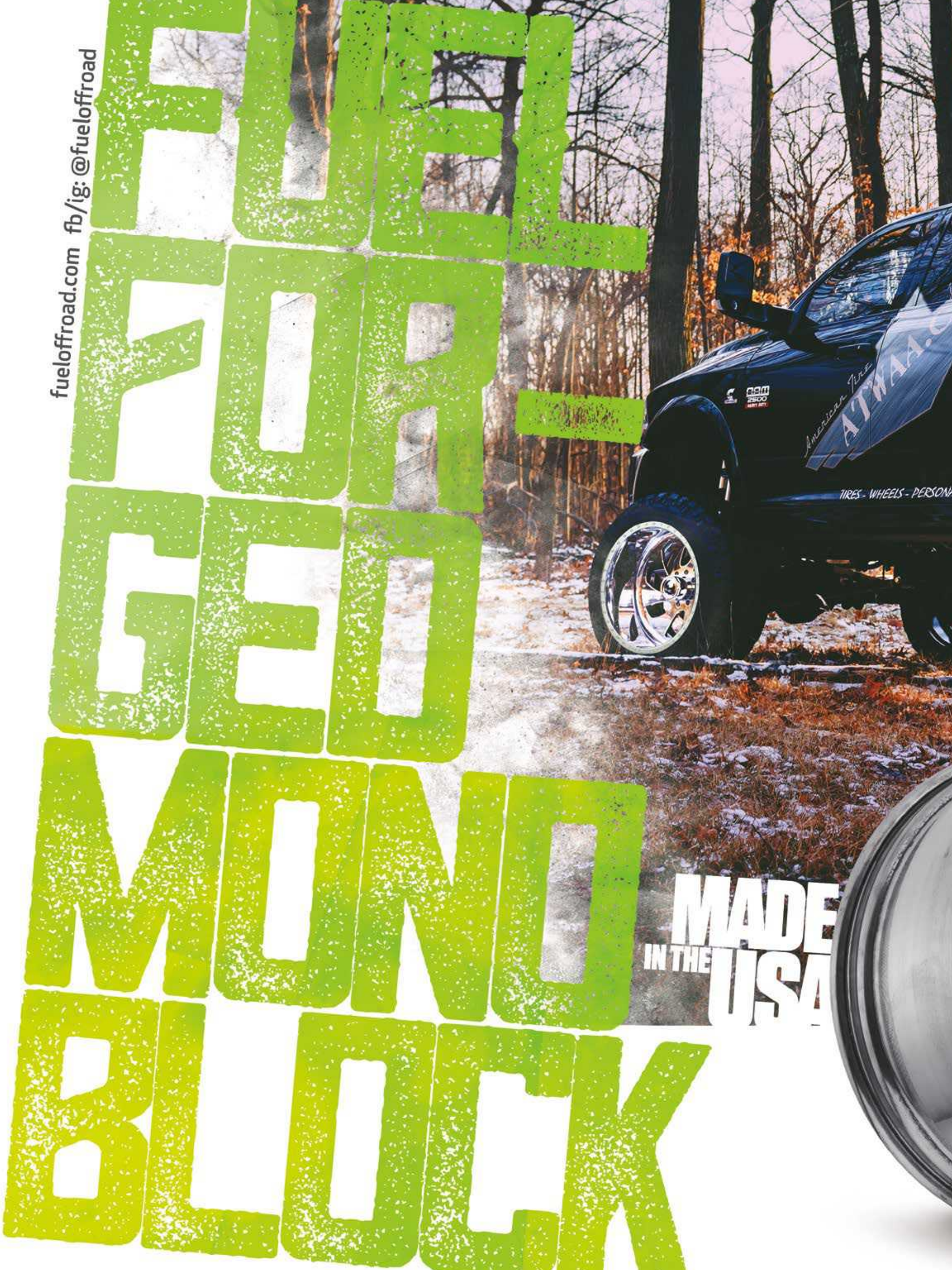
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*FF111 Shown on Truck

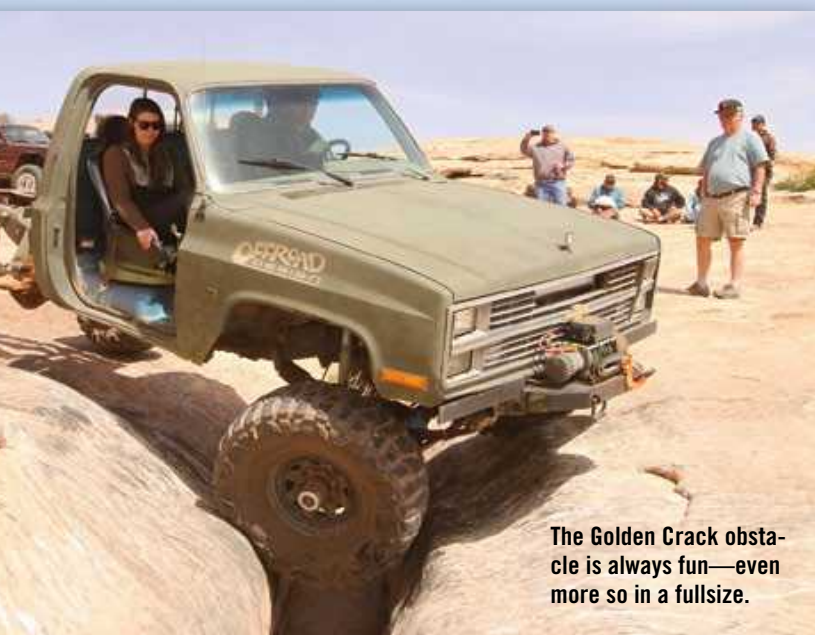
BY KEN BRUBAKER ■ PHOTOS: KEN BRUBAKER

FULLSIZE INVASION

TOW RIGS TAKE TO THE TRAILS



It's always fun to see fullsize rigs prowling the Utah backcountry. The Fullsize Invasion has become a yearly tradition during the Easter Jeep Safari.



The Golden Crack obstacle is always fun—even more so in a fullsize.

Carter Reed demonstrated an impressive new line while piloting the BDS Ford F-250. For such a big truck, its suspension sure does flex well.



This may come as a surprise, but there are more than just Jeeps at the annual Easter Jeep Safari in Moab, Utah. There are actually fullsize rigs, too. Four years ago, three guys (we'll call them Stephen, John, and Jerrod) had an idea to launch a fullsize trail ride during the Jeep-titled event. They called it the Fullsize Invasion, and it instantly became one of those "why didn't we think of this before" events.

The idea was simple: invite fullsize 4x4 owners to a day of trail riding. The creators of Fullsize Invasion had no idea how many vehicles would show up, or if any would show up for that matter. Well, the response was amazing, and it was a no-brainer that the Fullsize Invasion would be an annual event.

The 2015 Fullsize Invasion was held on the fifth day of the 2015 Easter Jeep Safari, and 32 rigs took part in the trail ride, which included the Golden Spike

FULLSIZE INVASION

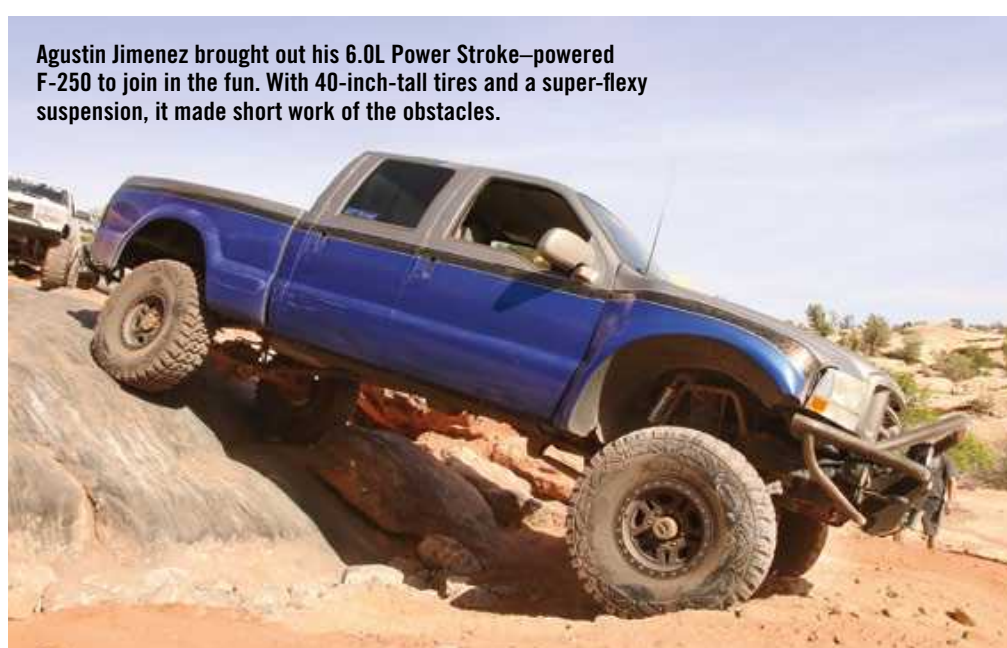
trail. Full disclosure: Not all the rigs were fullsize. It seems that the Fullsize Invasion has become so popular that it draws folks who just want to be part of the fun. The event planners have no problem with that.

The fullsize trucks in attendance were a fascinating conglomeration of everything from purpose-built trail machines to active tow rigs. Needless to say, the pack of fullsizes attracted attention all day from folks who are accustomed to seeing smaller, short-wheelbase rigs on the trail. 📸



Quigley is one of the best-known names in four-wheel-drive van conversions, and the company never turns down the opportunity to show just what its product is capable of.

The collection of rigs that attended this year's event included newer trucks and vintage iron. We love seeing the old HDs out on the trail.



Agustin Jimenez brought out his 6.0L Power Stroke-powered F-250 to join in the fun. With 40-inch-tall tires and a super-flex suspension, it made short work of the obstacles.



Like any other trail run, there was a bit of breakage. Included were a dislocated tire and a snapped T-case output shaft.



Stuffin' tires is just what this 1-ton Ford likes best.



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EGR Cooler
#EGR501

EGR Valve
#EGR600

Clean Intake
#EGR502



#ISK812 (Oil Cooler Kit)
#EGR505GKT (EGR/Intake Gasket Kit)
#ISK634 Oil Cooler Gasket Kit "Made in USA"

OEM Style



Bostech Design



Ford Powerstroke 6.0L

After 9/2003-2010

EGR Cooler
#EGR500

EGR & Oil Cooler Kit
#EGR500-3

EGR Valve
#EGR601

Clean Intake
#EGR503



#ISK812 (Oil Cooler Kit)
#EGR505GKT (EGR/Intake Gasket Kit)
#ISK634 Oil Cooler Gasket Kit "Made in USA"

Dodge

6.7L Cummins

EGR Cooler 2007-2008
#EGR699
68026996AA



EGR Cooler 2009-2011
#EGR182
53041182AA



These EGR Coolers Include Gaskets

Chevrolet/GMC

6.6L Duramax

EGR Cooler
#EGR654
97303654



LLY 2004.5-2005

EGR Cooler
#EGR507
97358507, 8973585071



LLY 2006-2007

These EGR Coolers Include Gaskets

EGR Cooler
#EGR351
98034351, 98002368



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Pickup

EGR Cooler
#EGR354
8980064853, 98034354



LMM 2008-2010
G Van

Ford Powerstroke 6.4L

2008-2010

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8C3Z9P456A



Horizontal EGR Cooler
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High Flow Banjo Bolt



#ISK613

Powerstroke 6.0L
Half Shell FICM



#FIC600
4C3Z-12B599-BARM

Powerstroke 6.0L
Key Hole Gasket



#ISK814
3C3AZ-9C065AA

Powerstroke 6.0L 2004-2010
Oil Manifold Nipple Kit



Powerstroke 6.0L
Fuel Pressure Update, Blue Spring



#ISK612
3C3Z-9T517AG

Powerstroke 6.0L
Fuel Pressure Update, Blue Spring



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6E7Z-9C165B

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#ISK615

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Many folks would argue that General Motors builds some of the best eight-lug trucks on the market. They are strong, comfortable, and built to handle the toughest work you can throw at them. However, when it comes time to customize your ride, the Silverado and Sierra HDs have one glaring weakness. The same independent front suspension that provides a superbly comfortable on-road ride can become a big hang-up when more power or larger tires are added.

There are several weak points in the front suspension of GM 2500HD and 3500HDs. The relatively small steering tie rods and centerlink are prone to bending, and the pitman and idler arms wear out quickly at the sight of larger tires. The CV axles have proven fairly reliable in most circumstances; however, the center axle disconnect is known for becoming stuck in both the locked and unlocked positions. This can lead to either poor fuel economy or no four-wheel drive. The trucks also become difficult to lift the higher up you go, as giant subframe assemblies must be used to lower the entire front axle and suspension.

Replacing the independent front suspension with a solid axle, much like Ram and Ford trucks feature as factory-stock, has become increasingly popular for the General Motors trucks over the years, as it eliminates all of these weak points. The biggest issue with this procedure is the amount of custom fabrication it takes to complete the swap. Fortunately, the folks at Precision Fabrication Plus in Sonora, California, have got it figured out.

Founded in 1976 in San Jose, California, Precision Fabrication Plus has made a name for itself as a complete fabrication, machining, and welding outfit servicing a broad audience of aerospace, electronics, mining, medical, and firefighting companies. Seeing a hole in the custom truck market, the company launched its RDP Xtreme brand of products in 2014. The mainstay of the line is the GM IFS

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CAPABILITY,
RELIABILITY, AND
LOOKS FOR GM HDs

SOLID-AXLE

Delete kit. Anywhere between 3 and 18 inches of lift are available, and this kit is designed to install with little more than handtools and a tape measure—taking all the complicated fabrication of a typical solid-axle swap out of the equation.



If you've got a heavy-duty GM truck and want to lift it sky-high, the best option is a solid-axle swap. The RDP Xtreme line of products from Precision Fabrication Plus allows for up to 18 inches of lift, utilizing King coilovers and a Dana 60 axle.

The RDP Xtreme IFS Delete utilizes a five-link coilover suspension, which provides outstanding ride characteristics while maintaining or improving capability, including raising the front axle's gross weight rating. Larger brakes, serviceable ball joints and bushings, manual



SWAPPING

locking hubs, and fully functional ABS and traction control are just a few of the other benefits the kit provides.

While the kit includes all the necessary hardware and brackets, the customer will need to provide a few parts found on '05 to '15 Ford

F-250 and F-350 pickups. The front Dana 60 axle, tie rod, Panhard bar, passenger-side lower drag link, sway bar, and ABS sensor wires all need to be purchased to make the swap complete. The 3-inch kit also needs the Ford's coil springs, while the 12-inch-and-larger

kits can omit most of the steering parts. What comes in the package from Precision Fabrication Plus is all the laser-cut and formed brackets, which are fully welded and powdercoated. Fox 2.0 performance shock absorbers and coil springs are utilized for the 3- to 6-inch kits while King 2.5-inch coilovers find a home on the larger kits. Crossover steering, limit straps, stainless steel braided brake lines, and a 1350 series front CV driveshaft round out the kit.

So if you're looking to add a tall lift and big tires to your Silverado or Sierra, a solid-axle swap is the best way to go. The offerings in the RDP Xtreme line are well thought out, easy to install, and overall very complete.

1 The company's 15-inch kit is seen here with 37-inch Toyo Open Country M/T tires. This kit can easily accommodate up to a 42-inch tire.

2 Solid-axle swaps aren't only for trucks with big lifts. RDP Xtreme kits start at only 3 inches of lift. This is perfect for the person looking for added reliability and front-end capability without the need for a stepladder to get in the driver seat.

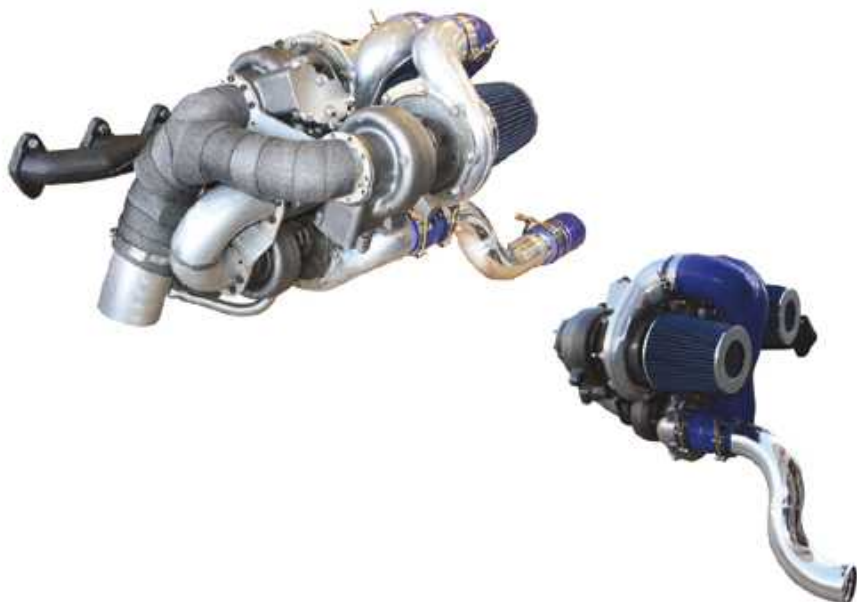
3 With the RDP Xtreme kit, the customer provides the front axle while Precision Fabrication Plus supplies all the hardware and brackets. For those looking to customize their kit, all the parts come powdercoated in the customer's color choice.



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4

4. All the brackets are laser-cut for a precision fit and fully welded for extreme strength and durability. Installation is simple and can be completed with hand-tools and a tape measure.

5. If off-roading is your thing, the RDP IFS Delete will allow for much greater axle articulation than the factory independent suspension.

6. The kit uses the front Dana 60 axle and steering components found under '05-to-'15 Ford F-250 and F-350 trucks. This provides ample strength while maintaining easy serviceability.

7. Manual locking hubs provide the ability to use two-wheel-drive low range, while adding durability compared to the unreliable factory automatic hubs.

8. Larger lift kits feature custom Reid Racing Highsteer steering knuckles to provide seamless on-road handling. Crossover steering is standard on all lift heights. 



5



6



7



8

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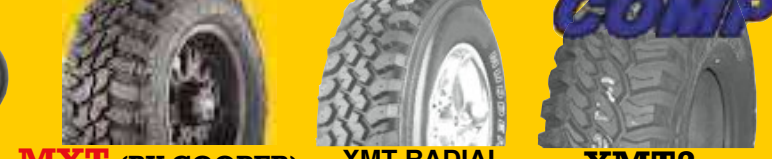
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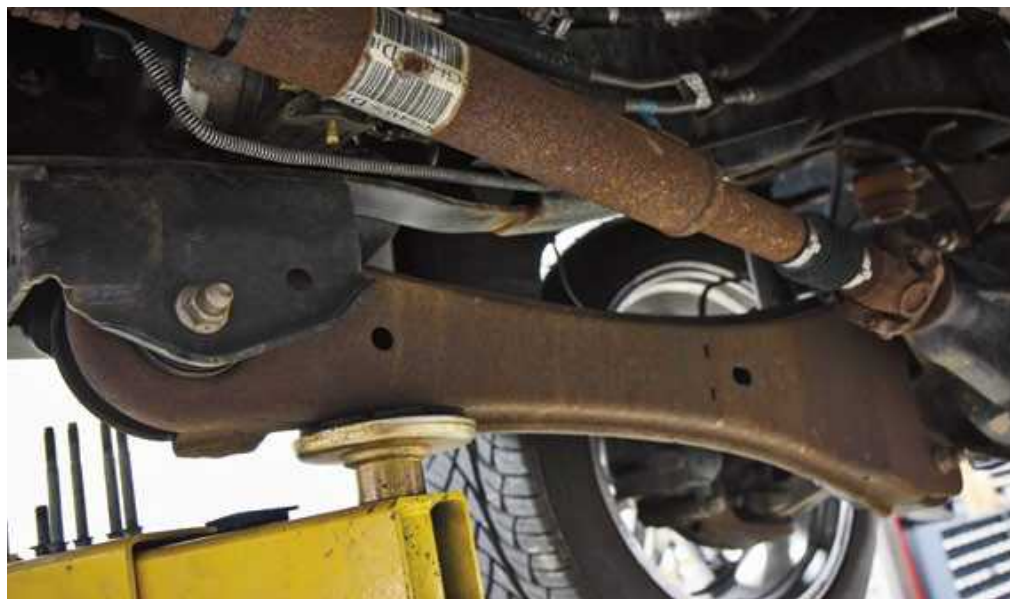
THE FOUR-LINK FIX

A SUSPENSION CURE FOR YOUR '05-AND-NEWER FORD

Four-link front suspensions have many purposes. Whether you want your truck to articulate more, handle better, or increase its traction, a four-link is the way to go. As more and more folks began to hot-rod their easy-to-modify '08 to '10 Super Dutys, the radius-arm front suspension became very detrimental. Hard, four-wheel-drive launches at the dragstrip often result in so much bouncing that the front tires look like dribbling basketballs, and it gets even worse when the suspension is taxed, such as in sled pulling.

WHAT EXACTLY IS A FOUR-LINK SUSPENSION?

A four-link suspension uses steel bars (often DOM tubing) to locate an axle under a vehicle and keep its side-to-side and front-to-back movement to a minimum—yet at the same time, allows it to travel up and down. The added travel (and articulation) provides more traction than the factory radius arms, which most performance-oriented 6.4L owners are after. In our case, we were having severe wheelhop issues with an '08 regular cab F-250 we've been testing at the dragstrip the past few months.



The factory radius arm design on the '05-and-newer Super Duty front suspension is to blame for the wheelhop experienced in competition. In two-wheel drive, you're fine—but when under load in four-wheel drive, the pinion actually tries to walk up the ring gear, which essentially attempts to lift the front axle.

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RIVER CITY'S SOLUTION

We chose to install one of the few aftermarket four-links available for stock-height trucks: River City Diesel's four-link conversion for '05-and-newer Ford Super Dutys. The company's complete bolt-on kit was exactly what we needed to settle down the Ford's tendency to excite the front end at the track. River City's high-quality system comes with durable components designed to withstand the shock load of a boosted launch and the stresses of a sled pull. With the addition of the four-link system, we picked up three-tenths of a second in the eighth-mile. And, because three-tenths equates to nearly half a second in the quarter-mile, we went from a 12-second truck to an 11-second one. We went faster without adding any horsepower, which goes to show just how efficient the four-link suspension is at controlling the axle.



1. To soak up the extreme stress imposed on them by the axle, the links are constructed from high-strength, 0.250-inch-wall seamless DOM tubing. Each DOM tube has an outer diameter of 1½ inches.

2. Because the ends of the links are the primary wear point, River City employs Kevlar-lined Heim joints. Highly durable, these ultra-strength Heims have a maximum load rating of 53,000 psi. While they add considerable cost to the system's \$1,295 price tag, they're the most necessary part in the whole setup.

3. The four-link brackets attach to the factory radius-arm brackets on the frame. The beefy, low-carbon steel brackets are ¼ inch thick.

4. Grade 8, ¾-inch bolts secure the links to the frame, and 304 stainless steel spacers install between the frame bracket and the link ends (arrows). The factory axle mounting hardware gets reused, as does one bolt (out of three, per side) of the frame bracket.

5. The final piece of the suspension puzzle was the addition of nine-way adjustable Rancho 9000 shocks. Ours were set on the stiffest setting, with the theory that they won't give easily at the dragstrip. For sled pullers, the stiffer the better.

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6 To help control rear axlewrap, we installed a set of One Up Offroad's short-gusset, universal traction bars, also available through River City Diesel. Grade 8 hardware, beefy frame brackets, and overkill axle mounts are par for the course with these industry-leading bars.

7 Eight 3/8-inch Grade 8 bolts attach each frame bracket to the frame, and large 1/2-inch bolts secure the traction bars to the frame bracket.

8 One Up Offroad's '11 Super Duty-style, inverted U-bolts were employed in conjunction with the brawny axle mounts. These 3/4-inch U-bolts are a serious upgrade to the factory 5/8-inch units, increasing clamping force (to the axle) by 2,000 pounds.

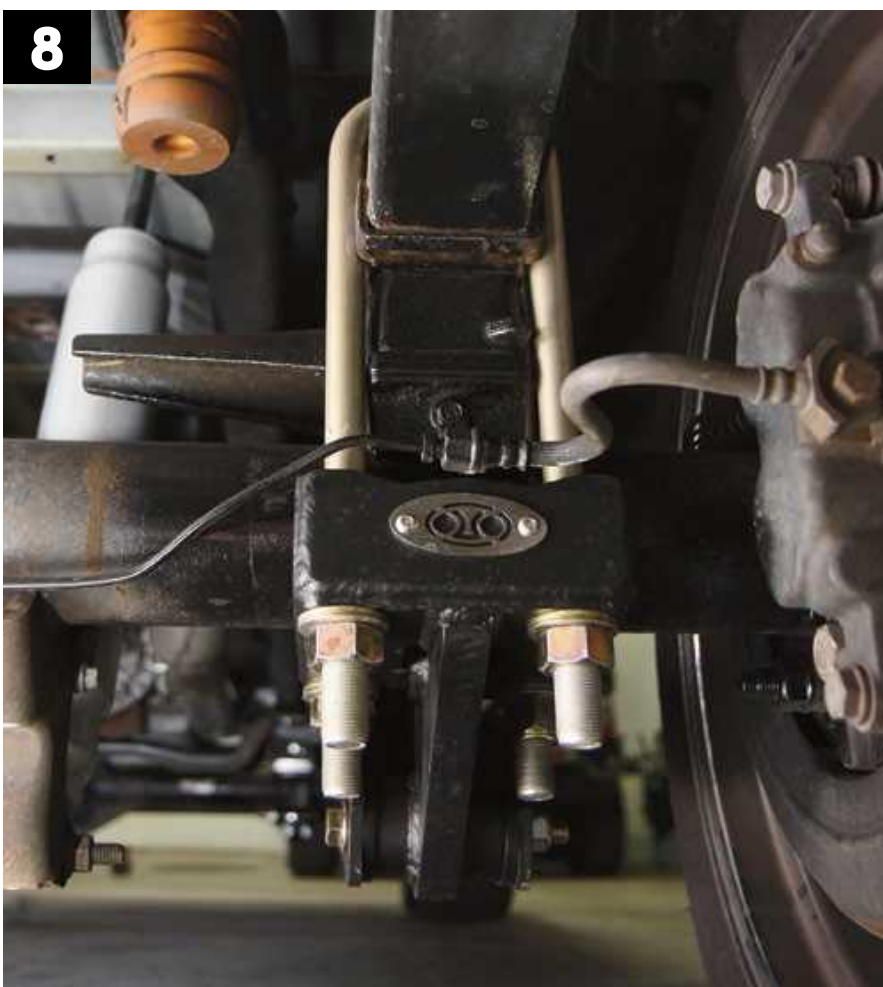
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HOW (AND WHY) IT WORKS

Having two bars between the frame and axle serves a very important purpose when it comes to fighting axlewrap. Once the torque load being applied to the ground overcomes the suspension's ability to keep the axle in place, the axlehousing will try to rotate the opposite way the wheels are turning. To remedy this, the four-link kit effectively loads the top arm and pulls in the bottom one.

Getting the geometry right is the most important aspect of an aftermarket suspension. While River City Diesel's four-link system is adjustable, the company has gone to great lengths to make it work perfect—right out of the box—for your stock-height Super Duty. Its system comes preset to work on trucks lowered up to 2 inches and lifted up to 3 inches (such as with leveling kits). The only reason for adjustment would be to dial in the caster.



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9



10

96

BEFORE FOUR-LINK

:04

```

DIESEL TRUCKS      T TRIALS
419                CAR# 405


--- Class ---
+ .8329 --- Reaction --- + .8631
6.0891 --- 330 ft --- 5.1047
8.3130 -- ET @ 594 FT -- 7.3438
8.8070 --- 1/8 ET --- 7.8487
91.09 --- 1/8 MPH --- 89.13

.9281 1st Finish

```

9. The same hot tune and a single shot of nitrous (using a 0.88 jet) were used before and after the four-link install. At the track, we consistently left the line at 12 pounds of boost, which proved to be the F-250's sweet spot. After the four-link was installed, the violent bouncing and front-end hop went away, leading to considerably quicker 60-foot times.

10. With the front suspension holding us back, we were able to manage a best nitrous-assisted pass of 7.84 seconds at 89 mph in the eighth-mile. Using the NHRA's quarter-mile conversion factor of 1.57 (elapsed time) and 1.25 (mph), this would've been a 12.3-second quarter-mile pass (and somewhere in the 111-mph range).

11. Putting the four-link to the test, we hit the track immediately after the install. And, employing the same tune, nitrous setup, and staging technique, we clicked off a 7.55-second eighth-mile at 91 mph. This equates to an 11.85-second quarter-mile at almost 114 mph—not bad for a bolt-on suspension change that costs less than comparable performance mods. 

11

97

AFTER FOUR-LINK

:52

```

DIESEL TRUCKS      T TRIALS
2                  CAR# 3

--- Class ---
+ .2911 --- Reaction --- + .2161
2.1439 --- 60 ft --- 1.6950
5.9007 --- 330 ft --- 4.8687
8.4809 -- ET @ 594 FT -- 7.0589
9.0488 --- 1/8 ET --- 7.5529
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WORN-OUT BEARINGS

■ **Problem:** The knuckles on late-model ¾- and 1-ton trucks use a one-piece unit bearing that cannot be greased or maintained, and the bearings are close together, which subjects them to high radial loads.

■ **Symptoms:** To check for bearing wear, lift one corner of the vehicle and grab the tire at the 3- and 9-o'clock positions while someone holds the steering wheel to keep it from turning. Rock the tire back and forth, looking for any sign of movement.

■ **Our Solution:** We ordered up new Timken unit bearings from Rock Auto. The unit bearings came complete with wheel studs and ABS lines, resulting in an easy installation. The unit bearings are not left-right specific, either, and with the low cost from Rock Auto we were able to afford a third unit bearing, which we keep in our truck as a spare.

■ **Alternate Solution:** Dynatrac's Free Spin Kit replaces the unit bearings with a fixed spindle, serviceable bearings, 35-spline stub shafts, and manual hubs. This kit is significantly more expensive than replacing the unit bearings, but it also results in improved mileage. The Free Spin Kit stops the front driveline from rotating when the hubs are not locked. The CV on the front driveline of Ram trucks has been known to seize



up on trucks with more than 100,000 miles on them, often taking out the transfer case in the process.



BALL JOINTS

■ **Problem:** Ball joints are one of the most critical components of any steering and suspension system. They act as the pivot between the steering knuckles and are subjected to enormous loads, particularly when larger, heavier tires and wheels with less backspacing are installed.



■ **Symptoms:** Loose or worn ball joints can cause poor handling. They can be checked by grasping the wheel at the 12- and 6-o'clock positions and checking for movement.

■ **Our Solution:** We ordered Moog offset ball joints from Rock Auto. These high-quality joints allow us to add back some of the caster lost when we previously installed lift coils. They are greasable, strong, and very affordable from Rock Auto.

■ **Alternate Solution:** Dynatrac produces ball joints from heat-treated billet steel that are not only stronger than stock but also rebuildable. The Dynatrac ball joints are not offset, but adjustable control arms, such as those available from BD Diesel, offer a wider range of adjustment than our offset ball joints to fine-tune the caster angle.

Most parts stores will rent you a ball joint press to remove and install ball joints. We used plenty of anti-seize on the new components to ensure they would be easy to service in the future.

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BENT AXLES

■ **Problem:** The Cummins engine can propel Ram trucks to amazing speeds, but they were never meant to fly. The engine weighs approximately 1,100 pounds, which, to put it in perspective, is more than double the weight of an aluminum V-8 engine.

■ **Symptoms:** Once the axle is bent, it tends to take out other components in short order. Bent front axles can result in steering wander, abnormal tire wear, and leaking axle seals, and they're often visible from the front of the vehicle with the tires exhibiting excessive camber.

■ **Our Solution:** Artec Industries manufactures axle trusses for a wide variety of applications, from JK Wranglers to Ford 8.8 axles swapped into TJ Wranglers. Artec's AAM axle truss ties all the suspension bracketry together and has gussets for the inner knuckles to prevent them from bending.

■ **Alternate Solution:** Axletube sleeves are available that provide more ground clearance than the Artec truss but do not address the issues of bending knuckle Cs or tearing suspension brackets off the axletubes.

We were concerned when the Artec truss did not come with any instructions, but the fitment is so precise that it is impossible to get wrong. The truss comes in six pieces for easy shipping and is made from 1/2-inch-thick mild steel that is CNC designed and laser cut.



Dylan McFarlane welded the Artec truss on for us with his Lincoln 225C MIG welder. He stitch-welded the truss and moved from side to side, taking his time and allowing the weld to cool to prevent the axle from warping.



STEERING BOX

■ **Problem:** Many of the front end issues in Ram trucks are a result of having to survive below the heavy Cummins engine. The steering box is no exception, and the long sector shaft and bearings are subjected to huge forces.

■ **Symptoms:** As the bearings in the steering box wear, they result in sloppy steering and wander. If you have a Cummins-equipped truck, make every effort not to turn the tires while the vehicle is at a stop.

■ **Our Solution:** BD Diesel Performance offers a steering box brace

that essentially captures the sector shaft in double shear with another attachment point below the pitman arm. The brace spans between the framersails to eliminate frame flex or any unwanted movement in the steering box. This was the easiest product we installed. If you have a Dodge Ram, this should be your first upgrade.

■ **Alternate Solution:** Diesel Power Products offers an upgraded Mopar steering box with a larger sector shaft and upgraded internals. The BD steering box brace will still work with the Mopar box, although new hardware is required.

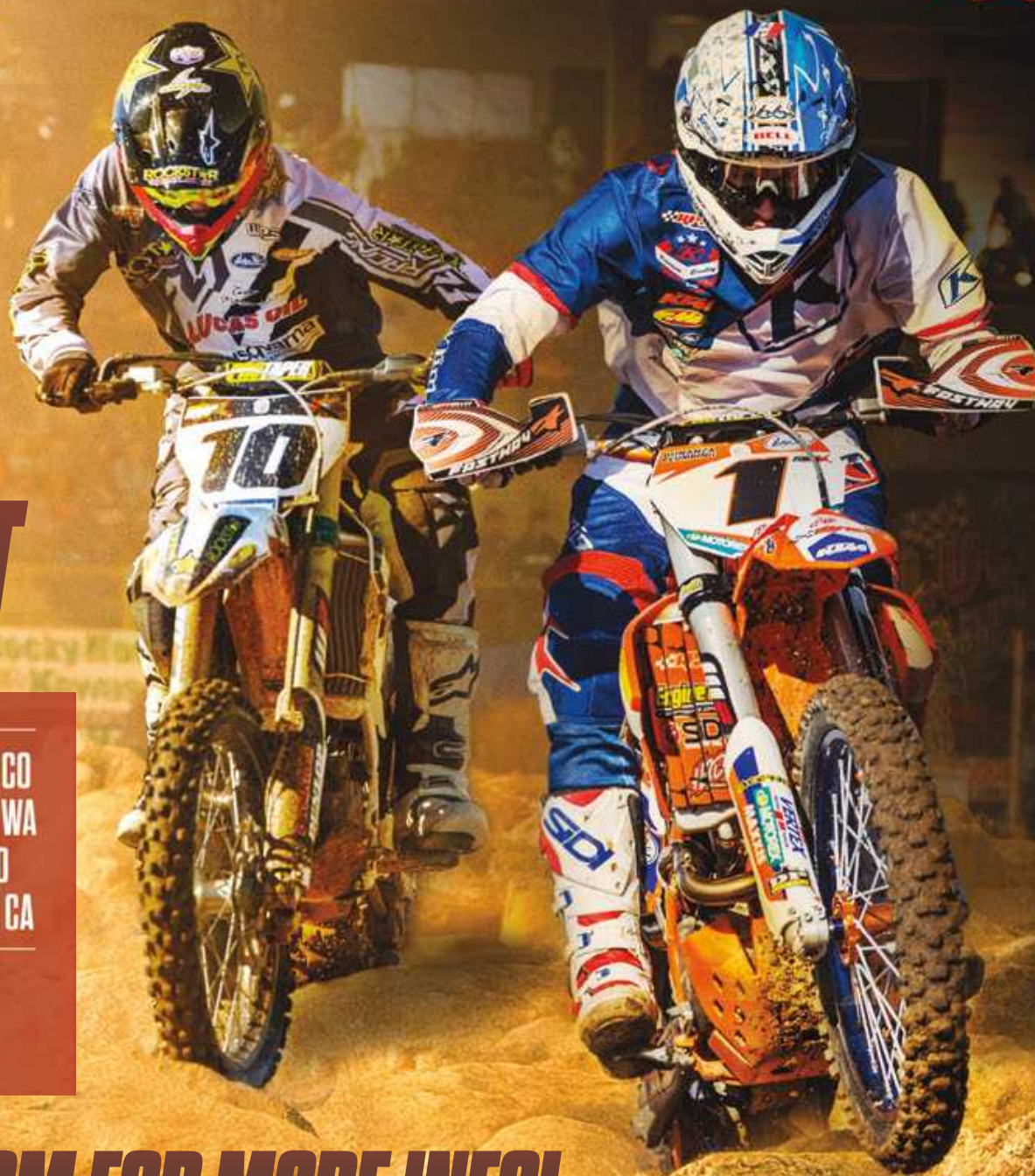
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WORN TIE-ROD ENDS

■ **Problem:** Ram HD trucks use a steering system in which the drag link connects to the passenger-side knuckle, and then the tie rod connects from the driver-side knuckle to the drag link. The inverted-Y steering allows the tires to scissor inward and out, causing the steering wheel to turn uncontrollably and the tires to cup.

■ **Symptoms:** Worn tie-rod ends result in slop in the steering and are not serviceable. Check for play in the steering system by having someone turn the steering wheel slightly from side to side while you look at each part of the steering system for movement that does not translate into tire movement.

■ **Our Solution:** Synergy Manufacturing recently introduced a Dodge steering upgrade with bolt-on installation that is superior to stock in every way. The drag link and tie rod are 200 percent stronger than stock, and the tie-rod ends are both stronger than the factory components and easy to replace, should that ever be necessary.

■ **Alternate Solution:** '09-and-later Ram HD trucks came from the factory with inverted-T steering, which uses a tie rod that connects the two steering knuckles together. This is better than the inverted-Y but still not serviceable and not nearly as strong as the Synergy steering.



After installing the new front end components, we set the toe with a tape measure and took the truck straight to our local 4Wheel Parts. 4Wheel has the latest Hunter alignment equipment and is accustomed to dealing with big trucks and big tires, unlike some other alignment shops we have been to in the past.



The Synergy tie rod is constructed from ½ x 0.188-wall chromoly tubing that has been heat treated. The drag link is made from 1½-inch solid stock and uses pinch bolts on the tie-rod adjusters. These are parts you would normally find on a race car, not a tow rig.

Synergy Manufacturing uses replaceable left- and right-hand tie-rod ends for its steering system. These tie-rod ends use the same size and taper as stock for bolt-in installation but are stronger than stock, with forged bearing housings fitted with 4140 chromoly tie-rod studs.



The upgrades we made to our Dodge allow us to run our 37-inch Pro Comp Xtreme MT2s with confidence. No matter what sort of punishment we put the truck through, death wobble should never be an issue. 📍

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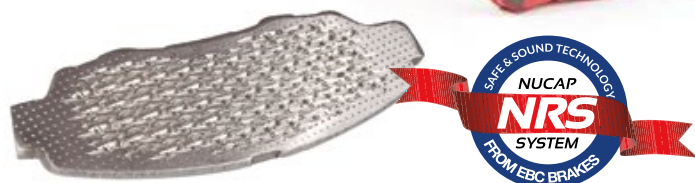
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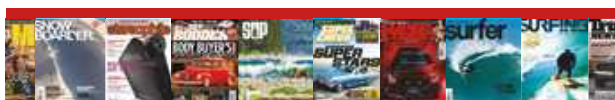
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STREET-LEGAL TANK

- **YEAR/MAKE/MODEL:** '11 Ford F-350
- **OWNER:** Joey Zamora
- **HOMETOWN:** Concord, California
- **ENGINE:** 6.7L Power Stroke V-8
- **TRANSMISSION:** TorqShift six-speed automatic
- **ODOMETER:** 85,000 miles
- **FUEL ECONOMY:** 11 mpg
- **MODIFICATIONS:** 6-inch suspension lift, 20x10 KMC XD Series wheels, 37-inch Toyo M/T tires, custom bed by Royal Truck Body, Fab Fours rear bumper, Iron Bull front bumper, 70-gallon transfer tank/toolbox combo in the bed, and custom headache rack
- **OWNER SAYS:** "The engine in my street-legal tank is all stock for now due to the warranty and the lovely California smog laws. I'm hoping to make some modifications once the warranty is up to get my 13,000-pound beast a few more mpg!"



IN PROGRESS

- **YEAR/MAKE/MODEL:** '07 Dodge Ram 2500
- **OWNER:** John Crane
- **HOMETOWN:** Clayton, Georgia
- **ENGINE:** 5.9L Cummins I-6
- **TRANSMISSION:** 48RE four-speed automatic
- **ODOMETER:** 157,000 miles
- **FUEL ECONOMY:** 18 mpg
- **MODIFICATIONS:** EFILive tuning by Anarchy Diesel, cold-air intake, Down South Diesel transmission built with billet input shaft and DPC triple-disc torque converter, FASS Titanium Series 150-gph lift pump, Bean's Diesel fuel-tank sump, upgraded exhaust, 20x9 BMF S.O.T.A. wheels, 305/50R20 Nitto NT420S tires, and 2-inch drop shackles
- **OWNER SAYS:** "I bought the truck bone stock. It runs 12.9-second quarter-miles and is driven almost daily. Much more to come—I'm not anywhere near done with this build."



HEAD-TURNER

- **YEAR/MAKE/MODEL:** '15 GMC Sierra Denali 2500HD
- **OWNER:** Austin Jessop
- **HOMETOWN:** Colorado City, Arizona
- **ENGINE:** 6.6L Duramax V-8
- **TRANSMISSION:** Allison 1000 six-speed automatic
- **ODOMETER:** 1,500 miles
- **FUEL ECONOMY:** 18 mpg
- **MODIFICATIONS:** 4- to 6-inch Cognito Stage 2 suspension lift set at 5 inches, custom powdercoating, 22x10 American Force Fallout FP5 wheels, and 325/50R22 Nitto Trail Grappler M/T tires
- **OWNER SAYS:** "I started out with a 24-valve Cummins-powered truck, then bought an '03 Chevrolet diesel that dyno'd at 600 hp. Ever since then, I've been a Duramax guy. I bought this truck and it's a real head-turner. It's fun watching the reactions people have—especially those of my buddies." 📸

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